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the question before you, as well as in securing such provisions as most effectually to protect your interests; scrupulously avoiding myself, and as far as possible preventing in others, any action or public expression tending to take the decision out of your hands. I have also advised officers and employees not to mingle in the conflict about the lease, since it has come before the Stockholders; as any hostility incurred by them as partisans, impairs their usefulness as officers.

When it was proposed that the Board of Directors should express their opinion in favor of the lease, I opposed it—partly because I thought the property worth more than we were to get for it, and partly because I thought it was not a question for the Directors, but for the Stockholders only.

But the Board having spoken and acted, their presiding officer is not at liberty to speak or act on the subject disposed of.

As this lease will probably be ratified by the Stockholders, and it is not probable that I shall again have the honor of addressing you, I take this occasion to say a few words about the policy which the present administration has pursued since the consolidation of these Companies.

This policy has been to make the avenues of traffic between the two great cities of this continent—the main trunk through which the traffic of the South and Southwest seeks the commercial metropolis—fully adequate to their purpose; to make them perform all the duties of their location; to do this at the least possible expense; to end the thirty years' war between some of the Companies and the public; to guard against competition, or to make competition harmless, by the sufficiency and superiority of our facilities and the moderation of our rates, and consequent increase of business; and to continue to show that, if corporations have no souls they may have integrity and honor; and by all these means to add greatly to the amount, and especially to the certainty of your dividends.

Of course the increase of facilities required a large increase of investment. This was not only wise, but unavoidable. Our railroads were calculated for a small high-priced business, and in that state of things the threatened competition, prevented only by our improvements, would have been ruinous. The aim was, to prepare for and develop a heavy business, which could be but little affected by competition.

Though our increase of investment is so great, though some of the expenditures have not yet had time to become productive, though the work and materials used in the maintenance and operation of our roads have been from 60 to 80 per cent. higher than before the war, though the public demands for more luxurious accommodations have added greatly to our expenses, and though

many of the rates have been very much reduced, yet the per centage of profits now made on the whole enlarged investment of our four companies is not greatly different from the per centage on the former small investment. The greater proportion of stock receiving 10 per cent., to debt receiving 6 per cent., and the great increase of taxation, the gold premiums, &c., have prevented this equality from appearing in the dividend fund. The United States taxes since the consolidation have averaged something like one and a half per cent. on our stock more than they probably will hereafter. And our works, run down at the close of the war, are now in better condition than ever before.

Our railroads have never been calculated for a heavy freight tonnage. Yet, it is upon such tonnage, carried in large quantities, at low rates, and small profits per ton, that the most prosperous roads make their gains; and it is upon such that ours must mainly rely hereafter. The nett profits of the Pennsylvania Railroad Company in 1869 were more than three times as much per mile run of trains with freight as with passengers. Their profit for the year was nine times as much on freight as on passengers; ours only two-thirds as much on freight as on passengers.

A fully developed business on our roads would doubtless differ in its proportions from that on the Pennsylvania Railroad, but it would differ still more from the present business. Why have we missed this important and, in our future, all-essential branch of traffic? Because we have not yet fully expiated the errors of our youth.

When the companies were consolidated, and their mutual jealousies were no longer in the way, we found the transit duties which in the early inexperience of railroad legislation and railroad management had been laid upon us, a legal prohibition of a heavy freight traffic. To do such work cheaply, expensive preparations must be made, and large quantities carried; to get large quantities, rates must be low. But as the law stood, every cent of profit, at rates not very unusually low, would have been paid to the State in transit duties.

As soon as we succeeded in getting that pernicious system abolished, in the spring of 1869, we endeavored to stimulate cheap freight, and succeeded in 1870 in more than doubling the way tonnage; it being in 1868, 319,000 tons, and in 1870, 666,000 tons; or, including coal, a great deal more. In the four years since the consolidation the whole tonnage has been trebled.

But one difficulty remains. A large part of this heavy tonnage seeks the shores of the Hudson river. Much of it ought to remain on the west bank to await final distribution to the consumer; for if taken at once to New York and distributed afterwards, the extra carriage, storage, handling,

American Railroad Journal.

New York Saturday, June 17, 1871.

New Jersey Railroad and Transp. Co.

At a meeting of the Stockholders of this company at Jersey City on the 7th inst., the following resolution, presented by Mr. Duryea of Newark, was adopted:

Resolved, That the stockholders of the New Jersey Railroad and Transportation Company here present, at their annual meeting, express their entire and hearty approval of the action of the Joint Board in having agreed upon the terms of a lease in perpetuity of their works to the Pennsylvania Central Railroad Company upon the basis of annual dividends of ten per cent. to their stockholders.

The old Board of Directors was then re-elected, as follows: Dudley S. Gregory, Henry R. Remsen, Hamilton Fish, Alfred L. Dennis, George R. Chetwood, Martin A. Howell, Ferdinand Suydam, Nehemiah Perry, and Isaac W. Scudder.

Mr. ASHBEL WELCH, the General President of the United Companies, being called upon spoke as follows:

Gentlemen: As you already know, a negotiation has been made with the Pennsylvania Railroad Company for the lease to them of your canal, railroads, property and franchises for 999 years, at such rent as will give you a clear annual dividend of ten per cent. on your stock.

The acceptance or rejection of this offer belongs, not to your representatives, but to you alone. I have, therefore, aided in the preparations to bring

and often extra ferrage, costs as much as hauling over 200 miles of railroad. Now, valuable as our improved property in Jersey City is for other purposes, it is not available for this. We have no place on which to store heavy goods awaiting distribution.

Along our route there are many favorable locations for manufactoryes. If we had a suitable place of deposit for their products at the end of our road, a saving would be effected (partly to the Company, partly to the customer) of more than half the present freight to New York. With such a place of deposit we could adopt low rates. Our local tonnage would become very great, and sure of the profits on that, the evils of competition would not be at all in proportion to our traditional nervousness about them. Our way business now is not far from half of all.

Fully impressed with these views (though circumstances did not formerly permit their expression), feeling that the salvation of the companies required a good freight terminus, I long ago selected Harsimus Cove as the best and, latterly, the only remaining available site for it. As soon as that essential step in the grand movement—the consolidation—was effected, means were taken to secure it. It was secured just in time to prevent it from falling into other hands.

It is to reach this seventy acres, now flowed by the tide, that the Pennsylvania Railroad Company offer to lease our works and pay us ten per cent. But it is a great mistake to suppose that its purchase and improvement were intended mainly for the business of that road, which gives us only a quarter of our tonnage. It is just as absolutely vitally necessary for our own local business.

This improvement was of such magnitude, and there were so many other urgent demands for expenditures, that it has been postponed to the present time. It was, perhaps, to be expected that those not practically acquainted with railroad transportation on a large scale, and with the rapid growth of traffic when it has a chance to grow, would hesitate about going into an expenditure of three millions, required for the development of this property.

The purchase of Harsimus was not a land speculation; not a lucky accident; not merely an engineer's project to bring rail transportation, shipping, lighterage, ferrage, cartage and storage all into contact, and to save one, two or three dollars a ton, and extend the commercial metropolis of this hemisphere to the west bank of the Hudson; not an instrument to secure a particular alliance; but an essential means of creating a great freight traffic, and carrying out the policy which has always been kept in view. If we had made the improvement at once we should probably now get twelve per cent, rent instead of ten; or make twelve per cent, ourselves. And we should have been able to carry out much more fully than we have done (and we have done something in that direction) our liberal policy.

Should the lease fail from any cause, we cannot stand still. We should lose no time in making this improvement; making it ourselves—not in connection with anybody else, but retaining all the power it conveys.

Then, with our unequalled location, our ramifications among the sources of business, manufactoryes stimulated by low freights and favorable locations springing up along our route, the business of the South reviving and that of the whole country growing, with legal trammels now removed and valuable rights obtained; we, opening our doors to all connecting lines and all other parties on fair and equal terms, and giving them assurance for the future by permanent contracts; lifting ourselves out of any old groove that no longer run in the right direction; adopting a single simple organization in place of the present provisional government; shunning the tainted air of legislative ante-chambers; then—we doing this—if the lease fails through, we shall have little reason to regret the failure.

Track laying on the Utah Southern Railroad was commenced on the 6th inst.

The Connecticut River Bridge at Middle-town.

The third span of this bridge is now being erected; the masonry, excepting the rests for the draw, is all finished.

There are to be four spans of 209 ft. each in the clear, two spans of 54 ft. and a turntable draw of two openings each 130 ft. in the clear. The entire draw is 304 ft. long.

The abutments and piers are of massive granite and the superstructure of wrought iron. Inclined, swelled, round ended posts; box top chord; compound link lower chord; single track; working load two tons to the foot run; factor of safety six; Gen'l Serrell Chief Engineer, E. W. Serrell Jr. Ass't Engineer, in charge, C. C. Campbell & Co., Contractors for Masonry. Keystone Bridge Co., Contractors for Iron Work. Sellers & Co., Contractors for turntable.

Toledo, Wabash and Western Railway.

The revenues and expenditures of the operating department of this road for the fiscal years 1869 and 1870, compare as follows:

	1869.	1870.
From passengers....	\$1,274,539 54	\$1,242,891 95
" freight.....	2,681,235 93	3,009,025 68
" mails.....	72,049 98	81,993 75
" express.....	79,105 85	78,595 88
" miscellaneous..	145,411 51	132,133 66
Total.....	\$4,252,842 81	\$4,544,640 92
Expenditures, viz :		
Iron & superstr'cture	\$538,617 31	\$450,203 81
Roadway and structures.....	513,666 39	663,272 10
Cars, engines, &c....	49,733 93	468,278 54
General expenses....	1,549,388 95	1,654,510 05
Total.....	\$3,051,404 58	\$3,236,264 50
Net revenue.....	\$1,200,938 23	\$1,308,376 42

Compared with the previous year, the gross earnings of 1870, show an increase of \$292,298 11; increased expenditures, \$184,859 92; and net increase, \$107,438 19.

The receipts from all sources and the expenditures on all accounts in 1870 were as follows:

RECEIPTS.	
Gross revenue for 1870.....	
Proceeds of stock.....	
Cash from 1869.....	
I. H. Knox & Co.....	
Connecting roads and individuals...	
Total.....	\$5,638,840 22

EXPENDITURES.	
Operating expenses for 1870.....	
Equipment.....	
Construction.....	
Miscellaneous, (\$1,816,178 44) viz :	
Interest less unpaid coupons.....	
Meredosin bridge in New York.....	
Coupons, Han. and Naples R. R.	
Coupons of previous years.....	
Profit and loss.....	
Assets of current year.....	
Less bills payable, \$56,- 690 60, and less over- drawn, \$206,740 73... Total.....	\$2,336,264 50 635,850 00 357,966 62 \$5,638,840 22

Notwithstanding the very general prevalence of severe competition for business throughout the country, during the year 1870, it is gratifying to be able to state that the earnings of the road show an increase over those of the previous year of \$292,298 11, which is the largest increase ever before realized from the traffic of any single year.

The gross earnings were \$4,544,640 92 and the total operating expenses, \$3,236,264 50, leaving a net surplus of \$1,308,376 42, which was more than sufficient to pay the entire interest on the bonded debt and preferred stock of the company.

The volume of traffic seeking transit over the route was so large that, if it could have been made available, it would have produced sufficient revenue to have enabled the company to have earned a satisfactory dividend on their common stock; but the utter want of equipment and capacity on the part of eastern connecting lines to either receive, handle or forward such freight has subjected the traffic to blockades that have well nigh stagnated and paralyzed all the business operations of the road. In the rapid development and growth of strictly local business the company have found cause for encouragement and confidence in the future success of their property.

The equipment of the line has been largely augmented during the year, by the addition of 636 first-class cars of various kinds, and other business facilities, which will contribute to the removal of a want that has hitherto seriously affected the business of the road. The general renewals of the rolling stock and machinery have been prosecuted systematically and thoroughly, so that they are now in a superior condition of efficiency.

The improvements made upon the track and superstructure have been unusually extensive; over 81 miles of new iron have been laid with fish-joint, and about 70 miles of old rails have been mended and replaced. The general roadway has been much improved by more thorough ditching and the removal of perishable structures and the substitution of permanent ones.

Arrangements have been recently consummated with the Pullman Palace Car Company, whereby there has been secured an equipment of elegant sleeping cars, which will have a tendency to popularize the line with the traveling public and contribute much to the success and prosperity of the passenger traffic.

During the year the Decatur and East St. Louis Railroad Company, was merged into the Toledo, Wabash and Western Company by an act of consolidation; owing, however, to the lateness of the completion of the road and the incomplete warehouse and station accommodations, its value as an auxiliary has been but partially disclosed. Since St. Louis has already become the most prominent railroad centre in the Western States, as well as the distributing point to a vast territory in the southwest, the importance of that city as the principal western terminus of the Toledo, Wabash and Western Railway cannot be too highly valued or over-estimated.

In the month of June, the Hannibal and Naples Railroad, together with its branch to Pittsfield, passed into the control of the Toledo, Wabash and Western Company. It should however be stated that the earnings and expenses of said railroad are wholly excluded from those of the T. W. and W. Railway. The control of this line to Hannibal insures to the main line the almost exclusive traffic of the rich and productive country lying between the Illinois and Mississippi Rivers, and the still more important object, the final establish-

ment of a great through route between Toledo and Kansas City.

The superstructure of the iron railway bridge crossing the Mississippi at Hannibal is now being placed in position and the construction work upon the only remaining link of the line, between Hannibal and Moberly is rapidly advancing to completion and will be completed during the coming summer, arrangements having already been perfected for the control of this bridge and the line west of Hannibal, their completion secures the continuity of the T., W. and W. Railway between Toledo and Kansas City and gives the shortest and most practicable line between the lakes and the Southwest.

With a view to further strengthen their position, the company have effected favorable arrangements for the control of the road now in process of construction between Decatur, Lincoln and Pekin. It is expected that this line will be opened for business early in the autumn of 1871.

The early completion of the new railroad from Lafayette to Bloomington is looked forward to with interest. This line, like the last one referred to, passes through the most productive counties of Illinois and Indiana, and will secure to the T., W. and W. Railway a large traffic in grain, &c., which will naturally seek an outlet east by way of Toledo.

Under these circumstances the future prospects of the company are encouraging. By the extension of the line to St. Louis and the cordial co-operation of several new and valuable connecting roads, the business must be largely increased. In addition to the large increase recently made to the equipment, the company have also arranged for immediately placing upon the line 50 first-class locomotives and 450 box freight cars.

The company are now operating 631 miles of road, viz.: the Main Line, (in Ohio 75.5, in Indiana 166.9, and in Illinois 212.4), 454.8 miles; the Keokuk Branch, 41.2 miles; the Naples Branch, 4 miles; the St. Louis Division, 109 miles; and the Camp Point and Quincy (leased), 22 miles. The weight of iron averages 60 lbs. to the yard.

The equipment of the company at the close of 1870 consisted of 130 locomotives and the following cars—passenger 54, sleeping 3, directors' 1, smoking 4, mail and baggage 32, box freight 1,696, stock 391, platform 280, coal 406, caboose 52 and other 58—total, 3,111. Engine houses 13; stations 120.

New iron put in track 81.2 miles; iron repaired and replaced 76.5 miles; new ties put in track 310,290; new passenger buildings, 2.

INCOME ACCOUNT.

Balance of net income.....	\$1,308,376	42
Income account of 1869	540,956	11
Capital stock	3,166,855	00

Total resources.....	\$5,016,187	53
Construction and equipment.....	994,400	88
Interest account.....	1,225,159	17
Discount on capital stock	2,252,573	31
Profit and loss	65,866	64
Balance carried to next year.....	478,187	53

Total.....	\$5,016,187	53
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The company commences the year 1871 with materials, fuel and other available assets to the amount of \$691,849 28, in which are included

material and fuel, \$292,885 52; cash, \$173,231 97, &c., &c.

GENERAL BALANCE SHEET.

Road and equipment.....	\$33,590,000	00
1st mortgage bonds, Griswold and others, trustees.....	797,000	00
Supplies, fuel, &c.....	292,885	52
U. S. Post Office department.....	3,393	75
Quincy and Palmyra R. R. Co.....	22,223	95
Hannibal and St. Joseph R. R. Co.....	834	46
Meredosia Bridge Co.....	56,786	96
Hannibal and Naples R. R. Co.....	13,669	00
Ill. and Miss. Telegraph Co.....	11,950	00
Equalization account.....	34,574	08
Jacksonville depo.....	3,765	48
Quincy R. R. Bridge Co.....	3,900	00
South Shore Line.....	800	00
Buffalo and Erie R. R. Co.....	567	05
Hayward, Stillwell & Co.....	7,187	53
Pullman Palace Car Co.....	45,885	61
Hannibal and Naples Co.....	140,729	00
Decatur and State Line R. R. Co.....	3,876	88
Ind., Cin. and Lafayette R. R. Co.....	10,634	41
Hannibal and Naples R. R. Co. (interest account).....	24,534	13
Red Line Transit Co.....	6,686	89
Sinking fund consol. bonds.....	75,000	00
Railroads and individuals.....	7,387	67
Cash on deposit in New York.....	173,231	97
 Total.....	\$35,327,454	34
General stock.....	\$15,000,000	00
Preferred stock.....	1,000,000	00
First mortgage bonds, Toledo and Illinois R. R. Co.....	900,000	00
First mortgage bonds, Lake Erie, Wabash and St. L. R. R. Co.....	2,500,000	00
First mortgage bonds, Gt. W. R. R. Co., Western Division.....	687,000	00
First mortgage bonds, Gt. W. R. R. Co. of 1859.....	2,500,000	00
First mortgage, Q. & T. R. R. Co.....	500,000	00
First mortgage bonds, I. and S. I. R. R. Co.....	300,000	00
Second mortgage bonds, T. and W. R. R. Co.....	1,000,000	00
Second mortgage bonds, W. and W. R. W. Co.....	1,500,000	00
Second mortgage bonds, Gt. W. R. R. Co. of 1859.....	2,500,000	00
Equipment bonds, T. and W. R. W. Co.....	600,000	00
Consolidated mortgage bonds, T. W. and W. R. W. Co.....	2,700,000	00
First mortgage bonds, Decatur and East St. Louis R. R.	2,700,000	00
Bills payable.....	56,690	60
Coupons uncalled for.....	25,019	25
Balance.....	379,972	70
 Total.....	\$35,327,454	34

The company is entirely free from floating debt.

President.—AZARIAH BOODY, New York.

Vice President.—J. N. DRUMMOND, Toledo.

Directors.—Azariah Boody, A. M. White, Isaac H. Knox, William Kidd, A. B. Baylis, Augustus Schell, and Horace F. Clark, New York; J. N. Drummond, and W. Colburn, Toledo; George Cecil, Logansport, Ind.; James Spears, Lafayette, Ind.; C. M. Smith, Springfield, Ill.; J. H. Bunker, New York; Amasa Stone, Jr., Cleveland, O.; and S. B. Crittenden, New York.

Sec. and Treas.—WM. B. CORNEAU, Toledo.

Transfer Agent.—C. H. PEIRCE, New York.

Gen'l Sup't.—GEO. H. BURROWS, Toledo.

Supply Agent.—J. I. NESSLE, Toledo.

Gen'l Pass. Ag't.—W. L. MALCOLM, Toledo.

Freight Agent.—W. P. ROBINSON, New York.

Gen'l Agent.—C. E. CANDEE, St. Louis.

Col. A. P. Robinson has been made chief engineer of the Atlantic and Pacific railroad,

Illinois Central Railroad.

The statement of this Company for the month of May, 1871, is as follows:

LAND DEPARTMENT.		
Acres Construction Lands		
Sold.....	4,110.88	for \$40,551 59
Acres Int. Fund Lands		
sold.....		
Acres Free Lands sold..	280.00	for 5,449 39
 Total sales during month		
of May, 1871.....	4,390.88	for \$46,000 98
To which add Town Lot		
Sales		1,442 00
 Total of all.....	4,390.88	for \$47,442 98
Cash collected in May, 1871.....		\$119,201 52
ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.		
In Illinois	In Iowa	Total.
707 Miles.	402 Miles.	1109 Miles.
Freight.....	\$389,319 00	\$66,333 00 \$455,652 00
Passengers...	116,618 71	41,800 25 158,418 96
Mails	6,375 00	3,059 33 9,434 33
Other sources	69,000 00	2,940 67 71,940 67
 Tot. May, '71	\$581,312 71	\$114,183 25 \$695,445 96
Total actual		
earn'gs, May,		
1870.....	\$565,904 02	\$118,634 55 \$684,538 57

A new railroad is projected in Ontario County, N. Y., to be known as the Blood's Corners and Geneva Railroad. The Company is organized and the articles of association filed in the office of the Secretary of State. The road will be 37 miles in length, extending from Geneva, at the head of Seneca Lake, south, through the villages of Gorham and Rushville, and the towns of Middlesex, Italy and Naples, in Orange County, to Blood's, in Steuben County, where it will connect with the Rochester and Genesee road. The capital stock of the company is \$1,000,000.

The directors of the New York Central and Hudson River R. R. Co., recently elected, are: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Bunker, Samuel F. Barger, William A. Kissam, H. Henry Baxter, Joseph Harker, New York; Henry R. Pierson, Albany; Chester W. Chapin, Springfield, Mass.; Geo. J. Whitney, Rochester, N. Y.; James M. Marvin, Saratoga Springs, N. Y.

The receipts of the Chesapeake and Delaware Canal, during the year ending May 31, 1871, from tolls and other sources amounted to \$413,593 26, cash on hand, \$151,966 82—total, \$565,559 08. The total expenditures for materials, dividends and \$50,339 72 of accrued interest, amounted to \$441,636 05, leaving \$123,904 03 as cash in the treasurer's hands.

Arrangements have been effected for the immediate extension of the Missouri, Kansas and Texas Railroad from Harrisonville, Mo., to Paoli, Miami county, Kansas, to be completed by October 1. The recent decision of the Supreme Court of Kansas, sustaining the validity of city and county bonds, has given a new impetus to railroad building throughout the State.

At the annual election of the Milwaukee and St. Paul Railroad Company, at Milwaukee, on the 10th inst., the old officers were re-elected. The four Directors elected for three years are Alexander Mitchell, Russell Sage, Selah Chamberlain and Julius Wadsworth,

Poughkeepsie Bridge Company.

AN ACT to incorporate "The Poughkeepsie Bridge Company, for the purpose of constructing and maintaining a bridge, appurtenances and approaches to the same, over the Hudson river, at a point or points between the city of Poughkeepsie and the town of Loyd, Ulster County, on said river.—Passed May 10th, 1871.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Harvey G. Eastman, George Innis, John F. Winslow, John O. Whitehouse, Homer A. Nelson, John I. Platt, Isaac W. White, Geo. R. Gaylord, Oliver H. Booth, William A. Davies, John M. Toucey, John P. Adriance, Alfred B. Smith, Charles Wheaton, Henry D. Varick, Abram Wright, Charles Kirchner, Chas. W. Swift, Geo. Corlies, Jas. Mulrein, Robert See, Allard Antony, Edward Storm, George P. Pelton, Pomeroy P. Dickinson, Jas. G. Wood, Aaron Innis, Hudson Taylor, Mark D. Wilber, Geo. Parker, Jas. Collingwood, Matthew Vassar, Walter Van Kleeck, Charles H. Roberts, Lawrence C. Rapele, Aning Smith, Abram Hasbrouck, George Cornwell, and their associates, are hereby created a body politic and corporate, by the name and style of "The Poughkeepsie Bridge Company," for the purpose of constructing and maintaining a permanent bridge, appurtenances, and avenues of approach thereto, for the passage and transportation of passengers, railroad trains, teams, vehicles, cattle, horses, sheep, swine, and other merchandise and property, to and from the east and west banks of the Hudson river, at some point or points between the city of Poughkeepsie and the town of Loyd on said river; and as such corporation, are invested with all the powers and privileges, and are subject to all the liabilities, conferred and imposed by title three, chapter eighteen of part one of the Revised Statutes; provided, however, that the said bridge shall be commenced on or before July first, eighteen hundred and seventy-two, and shall be completed and opened for use, on or before January first, eighteen hundred and seventy-six.

§ 2. The said corporation shall have power to purchase, acquire, hold and use as much real estate as may be necessary for the site of said bridge, and of all piers, abutments, walls, toll-houses, workshops, guys, main anchor pits, anchor pits for guys, and other structures and places for the storage of merchandise and property, and for the opening and maintaining of proper and necessary avenues of approach to said bridge, not to extend over two miles from each end or terminus of said bridge. To borrow, from time to time, such sums of money as may be necessary, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by said corporation, for the purposes aforesaid; and the directors of the corporation hereby created, may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due and owing thereon, into stock of said corporation, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt. And in case of the destruction of said bridge, to reconstruct the same, and in like manner to borrow additional moneys for that purpose: but nothing in this act contained shall authorize said corporation to borrow and owe for money borrowed, at any one time, an amount exceeding the capital.

§ 3. The capital stock of said corporation shall be two million dollars, divided into shares of one hundred dollars each. The directors of said corporation may, at any time, with the consent in writing of stockholders holding a majority of the stock, increase such capital to an amount not exceeding five thousand dollars. The shares shall be deemed personal property, and may be transferred in such manner as shall be provided by the laws of the corporation. Any railroad corporation in this State, or elsewhere, may subscribe to, and become the owner of, with the like rights

as an individual, of any part of the capital stock of the corporation hereby created; not exceeding in amount, however, five per cent. of said capital stock by any one railroad corporation so subscribing; and rails may be laid upon the said bridge, and on the said avenues of approach to the same, for the passage of railroad trains, in such manner as the directors may deem proper, and under such agreement and compensation, and on such terms in all respects as may be agreed upon, with any railroad corporation or corporations: Provided, that at least fifty per cent. of the amount of the capital stock of the corporation to be created under this act, shall be distributed to individuals, in case so much shall be subscribed for by individuals. The directors of the corporation hereby created may issue full paid stock for the purpose of purchasing property, both real and personal, necessary for the purposes of the corporation, to the amount of the value thereof, and the stock so issued shall not be liable to any further assessments, neither shall the holders thereof be liable for any other payments on such stock, under the provisions of this act, but in all statements and reports of the corporation hereby created, to be published, such stock shall not be stated or reported as being cash paid in to the corporation, but shall be stated and reported according to the fact.

§ 4. The persons named in the first section of this act shall constitute the first board of directors of the corporation hereby created, and shall hold their places as such until the first Monday in January, one thousand eight hundred and seventy-three, and until others shall be elected in their stead; and a majority of them may, at any meeting of their board, at any time hereafter, designate three or more of their number to open books, after twenty days' previous public notice in the State paper, and two or more daily papers published in the city of New York, to receive subscriptions to the capital stock of the corporation hereby created, at such place or places, and under such regulations in all respects, as said board of directors may prescribe; and in case of an excess of subscriptions, they may apportion the stock among the subscribers in such manner as they shall deem most likely to promote the interests of the corporation hereby created, by or in the speedy erection of said bridge, and the construction of its appurtenances and avenues of approach. The books, when opened as herein provided, shall remain open at least through the business hours of the day, so that all persons may have a fair opportunity of subscribing; and at the time of subscribing, an instalment, to an amount to be fixed upon by the directors, and stated in said books, (if not less than ten per cent.) on each share, shall be paid in, or such subscription shall not be received. The number of directors, after the time last mentioned, namely, the first Monday in January, eighteen hundred and seventy-three, shall not be less than seven nor more than thirteen, to be fixed upon in the by-laws of the corporation hereby created. An election of directors shall take place, on the first Monday in January, in the year one thousand eight hundred and seventy three, and annually thereafter, on that day, at an hour and place to be designated in the by-laws, and the persons then elected by a majority of the shares voted upon by the stockholders, in persons or by proxy, shall constitute the directors for the then ensuing year, and until others shall be elected in their places. And in case it shall happen at any time that an election of directors shall not be made on the day herein designated, it shall be lawful to hold such election on some day thereafter, on full and reasonable notice to the stockholders. All vacancies which shall occur in the board of directors, by death, resignation, mental incapacity or otherwise, shall be filled by appointment of a majority of the remaining members for the balance of the term then vacated. A majority of said board shall form and constitute a quorum.

§ 5. The said board of directors shall have power to cause such examinations and surveys to be made as may be necessary in their judgment

for the selection of the most advantageous site for the said bridge, the buildings, structures and yards, and the avenues of approach to the same herein authorized; and for such purposes they shall have power to appoint an engineer, agents or officers, who are authorized to enter upon the lands or waters of any persons for such purpose, but subject to proper responsibility for all damages which they may do thereto.

§ 6. The officers of the corporation hereby created shall consist of a president, secretary, treasurer and chief-engineer, who shall be annually elected by the board of directors, of which board the president shall be one, and such committeees may be appointed, as well as subordinate officers, and such security required from the officers as the said board of directors may deem necessary and proper. The board may also require payment of the amount remaining unpaid on the stock of the corporation hereby created, giving at least thirty days' previous notice in the State paper at Albany, and the official county papers, of the counties of Dutchess, Ulster, and Columbia, also in two daily papers published in the city of New York, under penalty in case of non-payment, of forfeiture of said stock, and all the previous payments made thereon, for the benefit of the corporation hereby created, provided that no one assessment shall exceed ten per cent. upon the amount subscribed and shall not be called oftener than once in thirty days. The said board of directors may also from time to time ordain and establish such by-laws, and adopt such measures as they may deem proper to further the interests of the corporation hereby created, and to promote the speedy construction of the said bridge, its appurtenances, and avenues of approach herein authorized.

§ 7. Whenever the said bridge shall be completed and its safety tested, and the fact certified by the State Engineer and Surveyor, the corporation hereby created may erect toll gates, fix the rates of tolls for persons and animals, except such as are being conveyed on railroad cars or trains, and vehicles of every kind and description drawn by animals entering upon or crossing over said bridge, and such erections as the board of directors may direct to guard the said bridge, its entrances, avenues and approaches, but no greater tolls than the following shall be charged, namely: For every foot passenger entering upon or passing over said bridge, twenty-five cents, for every horse and single carriage, fifty cents, and an addition of fifteen cents for every passenger actually traveling in such carriage; for double carriages and two horses, one dollar, and the same rates for passengers as before provided, and twenty-five cents for each additional horse with such double carriage; for sheep passing, two cents per head; for horses or mules without carriage, six cents; swine, two cents each, and for neat cattle, six cents each; for wagons, drays and vehicles of every description used for the purpose of carrying freight or merchandise, except railroad trains or cars, twenty-five cents for single vehicles. The rates of toll shall be posted up conspicuously at each end of said bridge. The board of directors shall reduce the rates of toll in this section specified, whenever the net receipts from the same amount to the sum of ten per cent. on the cost of that portion of said bridge to be devoted to travel and transportation specified particularly in this section, so that the said net proceeds shall not exceed that sum in any one year. If any person shall force, or attempt to force, a passage upon or over said bridge, without having paid the established toll, such person shall be deemed guilty of a misdemeanor, and shall forfeit and pay to the said corporation hereby created five times the amount of legal toll, to be recovered in the name of the corporation hereby created, with costs of suit.

§ 8. Any person wilfully doing any injury to the said bridge or any of its appurtenances or avenues of approach, either before or after their completion, shall forfeit or pay to the corporation hereby created three times the amount of such injury, and shall be deemed guilty of a felony, and shall be subject to a penalty or fine not less

than one thousand dollars or imprisonment for a term of not less than one year, or be punished by both such fine and imprisonment, in the discretion of the courts. Concurrent jurisdiction shall be possessed and exercised by the courts held or to be held in the counties in which said bridge, its appurtenances and avenues of approach, or any part thereof, may be located respectively, over all crimes to or on the same, and of any civil actions or proceedings brought or prosecuted by the corporation hereby created.

§ 9. A record of the proceedings of the board of directors shall be kept by the secretary, and a statement of the financial condition of the corporation hereby created, the amount of money expended on account of said bridge, its appurtenances and avenues of approach, and of all its receipts and expenditures, shall be annually prepared by the president and treasurer, verified by them under oath, and filed in the office of the State Engineer and Surveyor on or before the first day of December in each year.

§ 10. In case it shall be found necessary, in order to facilitate the erection or secure the safety of said bridge, it shall be lawful for the corporation hereby created to erect and maintain anchor blocks of masonry in the said river, from which guys or stays to said bridge may be stretched to secure the same, but nothing in this act contained shall be construed to authorize, nor shall it authorize the construction of any pier or anchor blocks which shall obstruct or in any manner interfere with the free or common navigation of the said river, or the construction of any pier in said river beyond the pier lines heretofore established by law; and said bridge shall not be constructed at a less elevation than one hundred and thirty feet above high tide, and shall be so constructed as not in any respect to interfere with the free navigation of the Hudson River; and if at any time there shall be reasonable grounds to believe that in the construction of said bridge or any erection connected therewith, the free navigation of said river may be impaired, or interfere with, it shall be the duty of the attorney general to institute in the name of the people proceedings to restrain the further construction of said work.

§ 11. The board of Directors may at any time apply to the Governor to commission such persons as they may designate to act as policemen for the corporation hereby created. The Governor, upon such application, may appoint such persons or so many as he may deem proper to be such policemen, and shall issue to such person or persons so appointed a commission to act as such policemen. Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the Constitution; such oath, with a copy of the commission, shall be filed with the Secretary of State, and a certificate thereof by said Secretary be filed with the clerk of each county in which said bridge, its appurtenances and avenues of approach, or any part thereof, may be located, and in which it is intended he shall act, and such policemen shall severally possess all the powers of policemen in the several towns and villages in which they shall be authorized to act as aforesaid. Such police, shall, when on duty, severally wear a metallic shield with the words "Poughkeepsie Bridge Police" inscribed thereon, and said shield shall always be worn in plain sight or view, except when employed as detectives. The compensation of such police shall be paid by the corporation hereby created, as may be agreed upon between them; and whenever the president or acting president of the corporation hereby created shall no longer require the services of any policeman so appointed as aforesaid, he may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such policeman shall cease and be determined.

§ 12. Any railroad corporation whose road shall have a terminus at said bridge, or shall connect with the same or either of its avenues of approach, or shall run its trains in connection with any railroad having such terminus or connection with

said avenues of approach, shall be permitted, under the directions of the corporation hereby created, to use said bridge and avenues of approach for railroad purposes, upon such terms as the board of directors of the corporation hereby created and each of the several corporations interested respectively may agree. But no preference in the use of said bridge, its appurtenances and avenues of approach shall be given to one or more railroad corporations, over any other railroad corporation in the terms of agreement or in the transaction of business; but the corporation hereby created shall fairly and impartially grant and afford to each and every of such railroad corporations in their turn and order, equal terms of accommodation, privileges and facilities, and the corporation hereby created shall be liable to the party aggrieved in an action for damages for any neglect or refusal in the premises; and it shall not be lawful for any railroad corporation, or other corporations or parties (whose road shall have a terminus at said bridge), to construct a railroad track or tracks across, over or above any of the avenues of approach to said bridge without a special permit from the Legislature of this State, or the board of directors of the corporation hereby created.

§ 13. If the corporation hereby created shall be unable to agree for any reason with the owner or owners of any real estate required for its purposes as herein provided for the purchase thereof, it shall have the right to acquire the same in the manner and by the like special proceedings as are authorized and provided for, for the obtaining title to real estate required for purposes of a railroad corporation, under the fourteenth section of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, one thousand eight hundred and fifty, and the other sections of said act relative thereto, and any acts amendatory thereof or in addition thereto; and for such purposes, and for that purpose, all such acts shall be considered applicable to the corporation hereby created, as far as may be, in like manner as if the same were named therein, and such modifications may be made in the formal part of the proceedings in order to apply the same to the corporation hereby created, instead of a railroad corporation, as shall be approved of by the supreme court; and the said court, at special term or otherwise, may make such orders and regulations as to the mode and manner of conducting the proceedings and all things relative thereto, so as to effectuate and make the same valid for acquiring title to such real estate as the said court may deem proper; and the title thus required by the corporation hereby created, shall vest in it the fee simple of the said lands and real estate. The said court, on sufficient cause being shown and on proof of tender of the amount to be paid for such real estate in any manner as may have been required by or in said court, may issue summary process in such form as may be deemed proper, to the sheriff of the proper county, commanding him without delay, to put the corporation hereby created, by its proper agents, in the possession of such real estate, and may enforce such process in such manner as may be conformable to law.

§ 14. The corporation hereby created, before constructing any part of said bridge, its appurtenances and avenues of approach, shall make a map and profile of the same as intended to be adopted, which shall be certified by the president and engineer, and filed in the office of the State Engineer and Surveyor, and the offices of the county clerks of the counties respectively in which the same, or any part of the same, is to be made or constructed.

§ 15. The avenues of approach herein authorized, except the main entrances to said bridge, shall not be over 12 rods in width, and shall be located with the view of connecting with public highways laid out, or which may be proposed to be laid out, and with the roads of railroad corporations proposing to use said bridge, as in this act provided; and the corporation hereby created is required to allow and permit any railroad cor-

poration now formed and organized, or hereafter to be formed and organized, to connect their roads with the avenues or approaches to and from said bridge, on which rails may be placed for the passage of railroad trains as herein provided.

§ 16. That the seven persons first named in this act, or a majority of them, shall call a meeting of the directors or corporators herein appointed at some convenient time and place, and shall give due and reasonable notice at as early a day as may be practicable, after the passage of this act.

§ 17. This act shall take effect immediately.

Northern Pacific Railroad.

A meeting of merchants, bankers and capitalists was held in Philadelphia on the 12th inst. for the purpose of listening to an address of Hon. Wm. D. Kelley on the development of the northwestern portion of the country, and the effect of building the Northern Pacific railroad on the trade and commerce of the Middle States. Gov. Geary presided, assisted by four hundred vice-presidents. Gov. Geary made some remarks on the importance of the road to the interests of Philadelphia, and introduced Mr. Kelley, who gave a history of the project of the Northern Pacific road from its inception, and in the course of his remarks said: "I regard the construction of the road as chief among the great works of the future, and believe it will be not only to its promoters a proud monument and vast source of wealth, but also, that its construction will add inconceivably to the wealth and power of the country. It will open vast regions, abounding in elements of wealth, to settlement under the pre-emption and homestead laws, give an additional impulse to immigration, and revive the prostrate commerce of the country. Such are my convictions, and a study of many authorities, much intercourse with men and extended travel, have only served to confirm them." He enforced these convictions with a brilliant argument, and concluded amid much applause.

 The Court of Appeals of Maryland has reversed the decision of the Superior Court, Baltimore, in the case of the State versus the Baltimore and Ohio Railroad Company, involving capitation tax on passengers travelling over the Washington branch of the Baltimore and Ohio Railroad, holding that the one-fifth of the gross receipts for passenger travel over the road, required to be paid into the State Treasury, is a tax on the Company and not on the traveler, and was free from the operation of the principle announced in the Nevada case.

 Work on the Bridgeton and Port Norris (N. J.) Railroad is advancing, and rails for laying the track are being sent to Bridgeton over the West Jersey Road. The section from that city to Fairton will soon be completed and the cars running. The road will then be continued to Cedarville, and it is intended that by autumn it shall be finished to Port Norris.

 The executive committee of the Plymouth, Kankakee and Pacific Railroad Co. have closed a contract with Messrs. Hawkins, Hillard & Co., of Chicago, for the grading, bridging and ties for fifty-five and one-half miles of the east end of their road extending from Plymouth, Ind., to within ten miles of the Illinois State line.

 A deed of trust for \$2,000,000 of the second mortgage bonds to be issued by the Illinois and St. Louis Bridge Company has been recorded. Solon Humphreys and John A. Stewart, of New York, are the trustees.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	\$3,355,000	J. & J.	Jul. '71 3d	Hartford and New Haven 100	4,796,925	J. A. J. & O.	Apr. '71 3	Portland, Saco & Portsmouth 100	\$1,500,000	J. & D.	Dec. '70 3
American Central* 100	800,000	J. & J.	Jul. '68 8	Hannibal and St. Joseph 100	4,151,700	Do.	Aug. '70 8d	Providence & Worcester 100	2,000,000	J. & J.	Dec. '70 5
Atlanta and West Point* 100	1,232,200	J. & J.	July '70 4	Do. 100	5,078,224	Do.	Aug. '70 7	Raleigh and Gaston	100	Do.	July '71 6
Atlantic & N. Carolina* 100	5,545,225	Do.	Do.	Hanover Branch, Pa. 100	116,860	M. & N.	May '71 5	Rensselaer and Saratoga 100	6,000,000	A. & O.	Oct. '70 3d
Atlantic & Gt. Western* 100	55,279,923	Do.	Do.	Housatonic 100	820,000	Do.	Feb. '71 8	Richmond and Danville 100	4,000,000	Do.	Do.
" " " pref. 50	1,919,000	Do.	Do.	" pref. 100	1,180,000	J. & J.	Feb. '71 8	Richmond and Petersburg 100	847,100	Do.	Do.
Atlantic & St. Lawrence* 100	2,494,900	M. & S.	Mar. '71 2	Huntingdon and B'd Top* 100	615,950	Do.	Do.	Rich, Fred, and Potomac 100	1,041,500	Do.	Do.
Augusta and Savannah* 100	733,700	J. & J.	Jan. '70 3d	Iref. 50	212,350	J. & J.	Jan. '68 3d	Rockport 100	88,460	Do.	Nov. '67 2
Baltimore and Ohio* 100	13,151,962	A. & O.	Jul. '71 4	Illinois Central* 100	26,280,240	J. & J.	Sep. '71 4	Rome, Water, and Og'n' 100	2,998,900	J. & J.	Dec. '70 4
Baltimore City Passenger* 100	670,000	F. & A.	Dec. '70 8	Indianapolis, Cinc., & Lafay. 50	6,185,387	M. & S.	Jan. '68 5	Rutland preferred* 100	1,831,400	F. & A.	Feb. '71 3d
Bay de Noquet & Marq.* 100	1,260,000	A. & O.	Apr. '68 5	Jeffersonv. Mad. & Ind. 100	2,000,000	J. & J.	Do.	St. L. All. and T. Haute 100	2,300,000	Do.	Do.
Belvidere Delaware* 100	995,300	Do.	Do.	Joliet and Chicago* 100	1,800,000	J. A. J. & O.	Apr. '71 12	" " " pref. 100	2,040,000	Annual	June '70 7
Berkshire* 100	600,000	J. A. J. & O.	Apr. '71 13	Joliet & North, Indiana* 100	300,000	J. & J.	Jan. '71 4	St. L., Jack'n, and Chie'o. 100	2,478,750	Do.	June '70 7
Blossburg & Corning* 100	250,000	J. & D.	Dec. '70 2d	Lake Shore & Mich. So. 100	36,000,000	F. & A.	Feb. '71 4	Sandusky and Cincinnati 100	2,088,000	Do.	Do.
Boston and Albany* 100	19,150,500	M. & N.	May '71 5	" " " guar. 100	533,500	F. & A.	Feb. '71 4	Sandusky and Cincinnati 100	445,590	M. & N.	May '71 3
Boston and Chelsea* 100	110,000	A. & O.	Apr. '71 4	Leeds and Farmington* 100	1,835,000	J. & J.	Jan. '70 2d	Sand, Mansf. and Newark 100	905,222	Do.	Do.
Boston, Concord & Mont. 100	459,900	Do.	Do.	Lehigh and Mahanoy* 100	2,158,565	M. & N.	May '71 5	Savannah and Charleston 100	1,000,000	Do.	Do.
Boston and Lowell* 100	1,340,400	M. & N.	May '71 3	Lehigh and Susquehanna* 100	8,739,800	M. & N.	May '71 5	Schuykill and Susqueh'a. 100	1,269,150	Do.	Do.
Boston and Maine* 100	2,215,000	J. & J.	Dec. '70 4	Lehigh Valley* 100	17,716,400	J. A. J. & O.	Apr. '71 2d	Second and Third St. (Ph.) 100	203,757	J. & J.	Jan. '71 4
Boston and Maine* 100	4,471,275	J. & J.	Dec. '70 5	Lehigh Luzerne* 100	344,450	J. & J.	Jan. '69 4	Schuykill Valley* 100	576,050	J. & J.	Jan. '71 2d
Boston and Providence* 100	3,700,000	J. & J.	Dec. '70 5	Little Miami* 100	3,572,400	M. J. S. D.	Mar. '71 2	Seaboard and Roanoke 100	868,200	M. & N.	Nov. '70 4
Broadway (South Boston) 50	400,000	J. A. J. O.	Apr. '71 2d	Lomb, and South St. (Ph.) 25	90,000	J. & J.	Jan. '71 5	Second Avenue (N. Y.) 100	970,000	Do.	July '70 2
Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	June '70 3	Long Island* 100	3,000,000	F. M. A. N.	Aug. '66 2	17th & 19th streets (Ph.) 100	130,000	F. & A.	Dec. '70 2
Brooklyn City* 100	1,000,000	F. M. A. N.	May '71 3	Louisv. Cin. and Lex. 100	1,623,482	J. & J.	Jul. '69 3	Shamokin V. and Pott's* 100	869,450	F. & A.	Feb. '71 3
Brooklyn City & Newbn. 100	399,800	Do.	Do.	Louisv. Cin. and Lex. 100	848,700	F. & A.	Jul. '69 3	Shore Line* 100	836,200	J. & J.	Dec. '70 5
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	May '71 3	Lowell and Lawrence 100	8,680,912	F. & A.	Feb. '71 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 3
Buff., New York & Erie* 100	560,000	F. & A.	Aug. '70 4	Lowell and Lawrence 100	2,860,000	Do.	Do.	Somerville 100	75,000	Do.	Do.
Buffalo and Erie* 100	5,000,000	Do.	Do.	Lowell Horse 100	200,000	A. & O.	Apr. '71 8	South Carolina 100	5,819,275	M. & N.	May '71 3
Burlington and Mo. Riv. 100	1,237,000	Do.	Do.	Macon and Western* 100	2,500,000	J. & J.	Jan. '71 5	South Shore 100	259,685	Do.	Do.
Burlington and Mo. Riv. 100	383,000	Do.	Do.	Maine Central* 100	3,400,500	Do.	Do.	South Western, Georgia* 100	3,939,100	F. & A.	Feb. '71 4
Cambridge Horse (Boston's) 100	747,500	A. & O.	Apr. '71 4	Manchester & Lawrence 100	1,076,915	Do.	Do.	Staten Island 100	660,000	J. & J.	Jul. '67 4
Camden and Amboy* 100	5,847,800	F. & A.	Feb. '71 5	Massawippi* 100	400,000	F. M. A. N.	Aug. '66 2	Stone Brook 100	287,300	M. & N.	May '70 3
Camden and Atlantic* 100	377,100	Do.	Do.	Memphis and Charleston 100	5,312,725	Do.	Do.	Steubenville and Indiana 100	1,983,141	Do.	Do.
" " " pref. 50	753,695	Do.	Do.	Memphis and Charleston 100	1,250,000	M. & N.	May '71 5	Stockbridge & Pittsfield* 100	448,700	Do.	Do.
Camden & Burlington Co. 100	321,000	Do.	Do.	Memphis and Charleston 100	1,250,000	Do.	Do.	Summit Branch 100	250,000	F. & A.	Feb. '71 3
Cape Cod* 60	915,573	J. & D.	Jul. '70 2d	Memphis and Charleston 100	1,250,000	M. & N.	May '71 5	Troy and Bingham, and N. Y. 100	3,114,130	Do.	Dec. '70 4
Cape May and Millville* 50	447,000	J. & D.	June '71 3	Memphis and Charleston 100	1,250,000	M. & N.	May '71 5	Taunton Branch 100	400,000	J. & D.	Dec. '70 4
Catawissa, pref.	1,19,500	Do.	Do.	Memphis and Charleston 100	1,250,000	M. & N.	May '71 5	Tennessee and Alabama 100	595,922	Do.	Do.
Catawissa, pref.	2,200,000	M. & N.	May '71 3	Metropolitan (Boston) 100	1,250,000	J. & J.	Dec. '70 2	Terre Haute and Indiana 100	1,988,150	J. & J.	Jan. '71 6
Oguya & Susquehanna* 60	589,110	J. & J.	Jan. '71 4	Michigan Central 100	13,225,848	J. & J.	Dec. '70 2	Thirteenth and Fif. (Ph.) 100	1,750,000	J. & J.	May '70 2
Oguya & Susquehanna* 60	755,000	M. & N.	May '71 4	Middleboro* and Taunton 100	149,029	J. & D.	Dec. '70 2	Tol., Peoria and Warsaw 100	2,700,000	J. & J.	Dec. '70 2
Central of Georgia* 100	4,868,300	J. & J.	Do.	Middleboro* and Taunton 100	406,000	A. & O.	Apr. '71 3	Tol., Peoria and Warsaw 100	1,700,000	J. & J.	January 1870, 11-4s
Central of New Jersey* 100	15,000,000	J. & J.	Do.	Morris and Essex* 50	11,900,950	J. & J.	Jan. '71 5	Tol., Wabash and West... 100	14,700,000	M. & N.	May '70 3
Central Ohio* 100	2,425,000	J. & J.	Do.	Mill Creek and Minehill* 100	283,375	J. & J.	Feb. '70 5	Troy and Boston 100	607,111	M. & N.	May '70 3
Do. pref. 100	400,000	Do.	Do.	Milw. & St. Paul* 100	11,422,664	J. & J.	Dec. '70 7	Troy and Greenbush* 100	274,400	J. & D.	Dec. '70 3
Cen. Park, N. & E. River* 100	970,000	Do.	Do.	Milw. & St. Paul* 100	10,424,903	J. & J.	Dec. '70 7	Union Transport's (Bos.) 100	291,475	M. & N.	Nov. '70 4
Chesunucy* 100	380,000	J. A. J. & O.	Jan. '70 3	Milw. & St. Paul* 100	4,269,820	Do.	Do.	Union & Black River* 100	1,664,000	J. & J.	Jan. '71 4
Cheshire, preferred	1,08,035,925	M. & S.	Do.	Milw. & St. Paul* 100	1,644,104	J. & D.	Dec. '70 2	Vermont and Canada* 100	2,500,000	J. & D.	June '71 4
Chicago and Alton* 100	8,925,500	M. & S.	Do.	Morris and Essex* 100	11,900,950	J. & J.	Jan. '71 5	Vermont Central* 100	5,000,000	J. & J.	July 1870 0
Chicago, Burl. & Quincy* 100	16,580,210	M. & S.	Do.	M. Carbon & Pt. Carbon* 50	282,350	J. & J.	Feb. '70 5	Vicksburg and Meridian 100	3,255,675	M. & N.	May '70 3
Chicago, Burl. & Quincy* 100	2,08,035,925	M. & S.	Do.	Nashua & Lowell 100	729,000	M. & N.	May '71 5	Virginia Central* 100	3,255,675	Do.	Do.
Chicago and Milwaukee* 100	1,00,000,000	M. & S.	Do.	Nashville & Chattanooga 100	2,056,544	Do.	Do.	Western Union 100	3,506,300	Do.	Do.
Chicago and Milwaukee* 100	2,27,000	J. & J.	Do.	Naugatuck 100	1,818,000	F. & A.	Apr. '71 4	West Jersey 100	1,209,000	F. & A.	Dec. '70 5
Chicago and N. Western* 100	14,676,629	J. & D.	Do.	New Bedford & Taunton 100	600,000	A. & O.	Apr. '71 4	West Philadelphia 100	249,100	J. & J.	Dec. '70 5
Chicago, R. I. & Pacific* 100	17,000,000	A. & O.	Apr. '71 4	New Haven & N. London 100	738,538	J. & D.	Jan. '71 5	Wilmington and Weldon 100	1,463,776	J. & J.	Jan. '71 3
Cin., Ham. & Dayton* 100	3,500,000	A. & O.	Apr. '71 4	New Jersey 100	7,297,200	F. & A.	Feb. '71 5	Winchester and Potomac* 100	1,547,850	J. & J.	July '71 5
Cincinnati City Passenger* Street	428,646	F. & A.	Feb. '71 4	New London Northern* 100	1,003,500	A. & O.	Apr. '71 4	Worcester and Nashua 100	1,400,555	J. & J.	July '71 5
Cin. Sand & Cle. pref. 50	50	F. & A.	Feb. '71 4	New York and Harlem* 100	8,500,000	J. & J.	July '71 4	CANALS.	Do.	Do.	Do.
Citizens* Passenger (Phil.) 100	192,750	F. & A.	Do.	New York and Harlem* 100	1,500,000	J. & J.	July '71 4	Chesapeake and Delaware 50	1,983,583	J. & D.	June '71 3
Clev. Col., Cin. & Ind.* 100	11,620,000	F. & A.	Do.	New York and Haven 100	9,000,000	J. & J.	Dec. '70 4	Chesapeake and Ohio 25	8,228,686	Do.	Do.
Cleveland & Mahoning* 50	2,056,750	M. & N.	May '71 3	New York & New Haven 100	1,000,000	J. & J.	Dec. '70 4	Delaware Division 50	1,635,385	F. & A.	Feb. '71 5
Cleveland and Pittsburgh* 100	7,944,583	F. & A.	Do.	N. Y., Provid. & Boston 100	2,000,000	J. & J.	Dec. '70 4	Delaware and Hudson 100	15,000,000	Do.	Do.
Cleveland and Toledo* 50	5,000,000	M. J. S. D.	Do.	Ning. Bridge & Cascadai* 100	1,000,000	J. & J.	July '71 3	Delaware and Raritan 100	5,847,077	F. & A.	Feb. '71 5
Columbus and Xenia* 50	1,788,800	M. J. S. D.	Do.	Norfolk & Petersb* guar. 100	137,500	J. & J.	July '71 3	Erie of Pennsylvania 60	64,000	M. & N.	May '67 3
Concord & Ports, guar.* 100	360,000	J. & J.	Do.	North Carolina 100	4,000,000	A. & J.	July '70 3	Lehigh Coal and Navigat. 50	8,739,800	J. & J.	July '70 3
Conoy Island & Brooklyn 100	600,000	J. & J.	Do.	North Eastern (S.C.) pref. 100	155,000	J. & J.	May '67 4	Monongahela Navigation 50	728,100	J. & J.	July '70 3
Connecticut River* 100	1,70,000	J. & J.	Do.	North of N. Hampsh. 100	3,068,400	J. & D.	Feb. '71 5	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '71 5
Cumberland Valley* 50	1,316,900	A. & O.	Do.	North Pennsylvania 100	3,150,150	J. & J.	Dec. '70 5	" (preferred) 100	1,175,000	F. & A.	Feb. '71 5
Danbury and Newrwl* 50	400,000	quarterly	Do.	Norwich & Worcester 100	2,364,400	J. & J.	Jan. '71 3	Pennsylvania 50	4,200,000	Do.	Do.
Dayton and Michigan* 100	2,400,000	J. & J.	Do.	Ogdensburg & L. Champl'n 100	3,051,800	A. & O.	Apr. '71 4	Schuyl. Navigation (cong.) 50	1,908,207	F. & A.	Feb. '67 6
Delaware* 100	1,107,293	J. & J.	Do.	Ogdensburg & L. Champl'n 100	2,000,000	A. &					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													1,470,658
1867.	38,169	51,831	60,029	51,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1868.	64,463	86,937	81,396	96,481	106,835	184,729	259,590	251,832	282,770	29,422	286,562	342,743	2,300,767
1869.	212,604	218,982	391,308	485,048	688,270	556,080	532,657	611,864	609,788	579,642	535,366	487,659	5,670,882
1870.	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,505	7,983,513
1871.	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													1,673,706
1863.	108,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	2,770,484
1864.	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,654	320,879	307,803	252,015	2,770,484
1865.	280,503	275,288	299,063	258,490	322,278	355,270	335,985	409,251	401,233	357,956	307,919	236,824	3,840,092
1866.	226,163	222,241	299,111	269,249	329,851	371,544	321,597	387,209	322,638	360,223	323,030	271,247	3,695,158
1867.	245,787	157,832	235,961	282,165	335,510	342,388	334,244	415,982	408,999	426,752	359,102	330,166	3,892,861
1868.	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.	343,182	315,099	385,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,405
1870.	281,109	516,037	342,897	348,039	408,686	408,659	418,709	506,681	479,519	475,608	441,197	404,204	4,681,405
1871.	343,550	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													2,811,544
1863.	273,878	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.	523,566	399,917	523,845	537,519	868,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,592	712,359	9,299,430
1866.	696,147	574,664	765,398	774,250	895,712	893,658	888,214	1,063,237	1,448,942	1,561,057	1,211,530	879,900	11,632,739
1867.	724,890	807,478	505,192	1,094,597	2,111,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869.	892,093	830,287	1,142,166	1,112,199	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,271,780	1,140,145	845,708	13,355,467
1870.	706,025	753,782	568,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,994	.....	.....
1871.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													2,918,342
1868.	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	8,095,968
1869.	204,112	180,840	239,522	247,661	241,456	259,408	258,387	341,783	320,025	298,615	271,555	242,621	8,273,719
1870.	203,069	226,897	244,182	246,048	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	.....
1871.	272,226	266,790	313,199	283,399	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													3,445,827
1862.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	572,593	359,463	3,445,827
1863.	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.	603,053	505,266	505,465	411,005	568,250	567,679	480,626	578,253	571,348	604,971	588,219	604,066	6,546,741
1867.	647,120	524,871	417,071	474,211	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,922
1868.	587,443	536,165	444,443	518,500	572,551	626,249	549,714	794,325	889,967	931,530	655,401	681,041	7,817,023
1869.	659,138	524,668	709,645	568,282	640,975	775,261	696,228	841,303	797,401	914,406	696,677	8,823,432	8,878,958
1870.	623,383	661,789	601,326	555,057	684,539	712,647	627,216	899,052	901,235	903,225	811,708	897,751	8,878,958
1871.	639,541	565,416	606,845	588,661	695,4,6	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													1,201,239
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	128,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,718	121,217	142,823	132,387	128,383	1,278,713
1868.	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,294,096
1869.	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,522
1870.	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871.	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													2,650,702
1862.	230,159	169,658	151,902	175,696	186,039	174,002	172,180	216,624	295,956	322,369	307,474	348,634	3,168,065
1863.	242,073	245,588	236,432	238,496	236,453	206,221	195,328	215,449	308,168	375,488	339,794	301,186	3,168,065
1864.	227,435	278,848	348,802	338,276	271,558	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865.	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866.	282,430	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867.	304,095	283,661	375,210	362,783	332,962	324,977	313,021	389,903	464,778	506,296	412,934	330,373	4,371,013
1868.	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,609,261
1869.	324,120	320,636	386,527	411,514	403,600	366,623	329,950	353,569	473,546	490,772	448,419	374,642	4,744,104
1870.	337,992	329,128	384,431	412,030	405,283	368,187	320,891	378,580	407,990	511,447	453,873	387,827	4,755,958
1871.	418,755	412,665	441,685	470,703	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													5,683,608
1867.	319,763	240,755	261,143	316,266	401,900	369,356	366,412	295,565	751,738	1,101,771	775,616	438,322	5,683,608
1868.	369,228	321,203	333,508	346,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,890	6,126,646
1869.	454,590	320,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,193	96,461	7,230,069
1870.	396,171	382,823	377,571	443,133	730,700	750,737	630,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.	396,700	327,431	400,150	483,884	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													2,024,860
1869.	119,721	94,927	136,243	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,888	203,505	2,024,860
1870.	213,101	196,207	239,101	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
1871.	188,385	.....	.....								

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	WHEN PAYABLE.	Market Price.		Amounts outstanding.	Interest.	Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1871.											
Loan of June 14, 1858	\$6,045,000	5	Jan. & July.	1874	105 $\frac{1}{2}$		Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890
" " registered	13,955,000	5	" "	1874	106 $\frac{1}{2}$		" Defense Loan Bonds	3,651,398	6	" "	1883
Loan of February 8, 1861	13,567,000	5	Jan. & July.	1880	114		" Southern Relief Bonds	100,000	6	" "	1873
" " registered	4,848,000	6	" "	1880	117 $\frac{1}{2}$		Massachusetts—State Scrip	324,000	5	Jan. & July.	74-75
Oregon War Bonds of March 2, 1861	945,000	6	Jan. & July.	1881	110		275,000	5	April & Oct.	73-74	
Loan of July 1, and Aug. 3, 1861	123,665,000	6	Jan. & July.	1881	114		320,000	5	May & Nov.	72-80	
" " registered	65,652,500	6	" "	1881	117 $\frac{1}{2}$		133,000	6	June & Dec.	72-77	
Loan of Feb. 25, 1862	(5-20s) registered	6	May & Nov.	1882	124		3,000,000	6	Jan. & July.	71-76	
" " " coupon	382,958,500	6	" "	1882	122		600,000	5	" "	77-78	
Loan of March 8, 1863	53,185,100	6	Jan. & July.	1881	114		888,000	5	" "	1883	
" " registered	21,814,900	6	" "	1881	117 $\frac{1}{2}$		200,000	5	" "	1883	
Loan of March 8, 1864	2,955,100	6	May & Nov.	1884	112		4,379,500	5	May & Nov.	1894	
Loan of June 30, 1864	(5-20s) registered	6	" "	1884	112		4,000,744	5	" "	1894	
" " " coupon	44,752,650	6	May & Nov.	1885	114		3,505,000	6	Mar. & Sept.	1886	
Loan of March 8, 1865	(5-20s) registered	6	" "	1885	114		761,816	5	April & Oct.	1871	
" " " coupon	53,552,100	6	May & Nov.	1885	112		3,506,580	5	" "	88-90	
" 2d series (5-20s) registered	70,851,450	6	Jan. & July.	1885	110 $\frac{1}{2}$		966,500	5	" "	1890	
" " " coupon	179,69,500	6	" "	1885	114 $\frac{1}{2}$		200,000	5	Jan. & July.	1871	
" 3d series (5-20s) registered	91,325,100	6	Jan. & July.	1887	111 $\frac{1}{2}$		50,000	6	" "	1877	
" " " coupon	241,686,550	6	" "	1887	114 $\frac{1}{2}$		400,000	6	Bos. Hartf. & Erie (stg.)	1900	
" 4th series (5-20s) registered	11,603,000	6	Jan. & July.	1888	113 $\frac{1}{2}$		3,599,024	5	" "	1878	
" " " coupon	28,009,350	6	" "	1888	114 $\frac{1}{2}$		160,000	6	" "	1878	
Loan of March 3, 1864	(10-40s) registered	137,287,650	5	Mar. & Sept.	1904	109 $\frac{1}{2}$		1,921,000	6	" "	73-83
" " " coupon	57,279,650	5	" "	1904	110		478,000	7	May & Nov.	1890	
Congs of July 14, '70 & Jan. 20, '71 registered	3,100,400	5	F. M. A. & N.	1881			86,000	6	Jan. & July.	1879	
" " " coupon	5,117,000	5	" "	1881			250,000	7	Jan. & July.	77-79	
Consols	.....	4 $\frac{1}{2}$	F. M. A. & N.	1886			100,000	7	May & Nov.	1872
" " registered	.....	4 $\frac{1}{2}$	" "	1886			2,275,000	7	" "	1883
" " " coupon	.....	4	F. M. A. & N.	1901			2,000,000	6	" "	41-71
Consols	.....	4	" "	1901			438,000	6	Jan. & July.	1883
" " registered	.....	3	Dem.	.....			2,727,000	6	" "	1888
Dem. Cr. of Mar. 2, '67, and July 25, '68 (cur.)	34,445,000	3	Irred.	.....			13,112,000	6	Interest Bonds of 1868	94
Navy Pension Fund of July 23, 1865 (cur.)	14,000,000	3	.....	.....			1,889,000	7	Railroad Loans	1876
Certificates of Indebtedness 1870 (cur.)	678,000	4	.....	.....			3,000,000	6	South Pacific, guar.	79
Pacific R. R. Bonds (currency)	64,618,832	6	Jan. & July.	1868	96-99		5,117,000	6	Hannibal and St. Joseph.	73-87	
U. S. Notes and Fractional Currency	396,671,566	nil	.....	.....	115 $\frac{1}{2}$		Nebraska—(No Debt)	.....		
State Securities, latest dates.											
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	72 $\frac{1}{2}$		500,000	15	Jan. & July.	1872	
" " " (extended)	2,414,800	5	" "	1872	72 $\frac{1}{2}$		899,200	6	" "	71-78	
" " " (sterling)	688,000	6	June 1.	1870			600,000	6	Mar. & Sept.	84-89	
" " " (" extended)	82,500	6	Jan. & July.	1886			1,000,000	6	April & Oct.	71-74	
" " " (" ")	712,800	6	" "	1886	104		1,299,900	6	Jan. & July.	71-84	
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	57		1,002,900	6	" "	86-96	
" " " (Ald R. R'w)	.....	7	April & Oct.	1900			539,400	6	" "	97-02
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111		1,478,000	7	" "	1877	
" " " 1860	138,500	7	" "	1883			21,089,000	7	" "	104	
" " " Relief Fund Bonds of 1863	424,500	7	" "	1884			1,910,082	6	J. A. J. & O.	1878	
" " " Bounty Fund Bonds of 1864	805,000	7	" "	1885			800,000	6	" "	pleas.	
" " " Central Pacific R. R. Loan of 1865	1,500,000	6	Jan. & July.	1883	103		343,000	5	" "	1875	
Connecticut—War Bonds, of 1861, (10-20s)	5,927,000	6	Jan. & July.	1881	81-82		900,000	5	" "	102	
" " " of 1863, (20s)	.....	6	April & Oct.	1884	106 $\frac{1}{2}$		2,257,900	6	J. A. J. & O.	1872
" " " of 1864, (10-20s)	.....	6	" "	1885			5,150,100	6	" "	1873
" " " of 1865, (20s) free	.....	6	Var.	1898			2,099,000	6	" "	1874
" " " (various) registered	867,500	6	Jan. & July.	1898	109		473,000	6	" "	1875	
Florida—State Bonds 1868	300,000	6	Various	1898			880,000	6	" "	1877	
" " " 1869	200,000	6	Jan. & July.	1898	109		1,106,420	5	" "	1874	
" " " Railroad Loans \$16,000 per mile	.....	6	Various	1898	109		4,738,800	6	Jan. & July.	71-91
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	7	Various	1872	90		3,639,400	6	April & Oct.	71-91	
" " " 1842 to 1845	273,000	6	Feb. & Aug.	1878	86		2,625,000	6	Jan. & July.	92-98	
" " " Atl. and Gulf R. R. 1858 to 1860	800,000	6	Jan. & July.	1886	94		1,739,000	6	April & Oct.	92-98	
" " " Bonds (At March 12, 1865)	3,700,000	6	" "	1877	100		2,800,400	6	Jan. & July.	1899	
Illinois—Interest Bonds of 1847	980,696	6	Stock of 1857	1877	100		1,821,400	6	April & Oct.	1899	
" " " Refunded Stock Bonds	134,311	6	" "	1877	100		11,407,000	6	Jan. & July.	71-91	
" " " Normal University Bonds	348,000	6	Var.	1879			1,284,317	6	Jan. & July.	1875	
" " " Thornton Loan Bonds	45,000	6	Mar. & Sept.	1879			4,095,399	6	" "	1881	
" " " War Loan Bonds	103,000	6	Mar. & Sept.	1879			2,400,000	6	" "	1886	
Indiana—State Bonds	204,000	6	May & Nov.	1888	90		1,600,000	6	Special Tax Bonds	105	
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881			4,905,399	6	State Loan (New York)	1886	
Kansas—State Bonds	100,875	6	" "	1893	78-84		1,769,250	6	State Bonds for R. R. (old)	1871	
" " " military	1,059,500	7	Jan. & July.	1893	71		3,844,000	5	State Bonds for R. R. (new)	1882	
Kentucky—State Bonds of 1841-42	913,000	6	April & Oct.	1872	78-79		1,821,400	6	State Bonds for R. R. (new)	1899	
" " " military	160,000	5	Var.	1873	78-79		1,12,000	4 $\frac{1}{2}$	State Bonds for R. R. (old)	1877	
Louisiana—Charity Hospital	309,300	6	May & Nov.	1872	78-79		1,100,000	6	State Bonds for R. R. (old)	1882	
" " " State Bonds, general	86,000	6	Mar. & Sept.	1872	78-79		923,050	6	State Bonds for R. R. (old)	104	
" " " Railroad Bonds	750,000	6	Jan. & July.	1893	71		406,000	6	State Bonds for R. R. (old)	1870	
" " " 1863	561,000	5	Various	1893	71		2,769,250	6	Military Loan	1871	
" " " 1864	2,052,000	6	Various	1893	71		384,000	5	State Stocks (old)	1882	
" " " Levee Bonds 1866	1,000,000	8	Various	1886	69		3,377,000	5	State Stocks (old)	1882	
" " " 1867	4,000,000	6	May & Nov.	1897	70		112,000	4 $\frac{1}{2}$	Union Loan (Columbus)	1870	
" " " 1870	3,000,000	8	Mar. & Sept.	1875	85		1,100,000	6	Union Loan (Columbus)	1882	
" " " Funded coupons 1866	997,300	6	Jan. & July.	1886	86-88		736,000	6	War Bonds of 1863	1883	
" " " Funded Floating Debt	3,000,000	6	May & Nov.	1910	62		239,000	6	War Bonds of 1863	1883	
" " " Ship Canal Bonds of 1869	474,000	7-3	Mar. & Sept.	1899	62		841,000	6	War Bonds of 1863	1883	
" " " Penitentiary Bonds of 1869	500,000	7	Var.	1909			303,343	6	War Bonds of 1863	1883	
" " " N. La. & Tex. R. R. Bonds of 1869	846,000	8	April & Oct.	1899	109		484,445	5	Fire Loan of Stock 1838	1883	
Maine—State Bonds	301,000	6	Various	175-178			970,000	6	Blue Ridge R. R. bonds (stg.)	1884	
" " " War Loan of April 25, 1861	800,000	6	Various	1871			1,997,733	6	Blue Ridge R. R. bonds (stg.)	1884	
" " " of Jan. 31, 1863 (cur.)	825,000	6	Mar. & Sept.	1883	100		1,431,700	6	State Capitol bonds	1884	
" " " of Mar. 26, 1863 (cur.)	475,000	6	Feb. & Aug.	1883			1,265,800	6	Funded Debt of 1866 & coup.	1884	
" " " of Mar. 19, 1864 (cur.)	2,832,500	6	June & Dec.	1889			6,192,150	6	Conversion Bonds of 1869	1884	
" " " Municipal War Debts assumed (cur.)	3,084,400	6	April & Oct.	1889	100		1,398,640	5	Funding & Special Bonds '68	1884	
Maryland—Balt. & Ohio R. R. Loans, Stg.	2,283,888	5	J. A. J. & O.	1890			1,706,000	6	April & Oct. Var.	1884	
" " " converted	443,500	5	" "	1890			201,000	6	June & Dec.	71-78	
" " " Ches. & Ohio Cur. Loans Stg.	1,855,335	5	" "	1890			201,000	6	Certificates	71-78	
" " " converted	1,687,345	5	" "	1890			21,617,578	6	Jan. & July.	long.	
" " " of 1834	1,403,146	6	" "	1870	97		11				

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:						Catawissa:					
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882
Albany and Susquehanna:						Cedar Falls and Minnesota:					
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1885	Cedar Rapids and Missouri River:					
3d Mortgage.....	175,000	7	May & Nov.	"	1889	1st Mortgage.....	7,600,000	7	April & Oct.	New York.	1916
Allegheny Valley:						Central Branch Union Pacific:					
General Mortgage.....	3,785,000	7	Jan. & July.	New York.	1896	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	Mav & Nov.	New York.	'96-'96
1st Mortgage Eastern Ex.....	59,000					2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	"	'96-'96
Bonds to State of Pennsylvania.....	3,500,000					Central of Georgia:					
Androscoggin:						1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	Central of New Jersey:					
Atlantic and Great Western:						2d Mortgage.....	254,000	7	May & Nov.	New York.	1875
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890
1st Mortgage (Pennsylvania).....		7*	"	"	1877	Central Ohio:					
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	Central Pacific of California:					
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	2d Mortgage (paid by Cal.)	1,500,000	7*	"	"	1885
2d Mortgage (New York).....	3,000,000	7	April & Oct.	New York.	1881	Convertible bonds.....	1,500,000	7*	"	"	1883
2d Mortgage (Pennsylvania).....		7*	"	London.	1882	National Loan.....	26,884,000	6	"	"	1895
1st Consolidated Mortgage.....	20,000,000	7	Jan. & July.	"	1883	Charlotte and South Carolina:					
2d Consolidated Mortgage.....	7,000,000	5*	"	New York.	1895	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880
Income Mortgage.....	8,701,806	7*	"	"	1895	Cheraw and Darlington:					
Atlantic and Gulf:						1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870
1st Mortgage Consolidated.....	2,000,000	—	&	New York.	1898	Chesapeake and Ohio (Va. Cent.):					
Atlantic and St. Lawrence:						1st Mortgage for \$15,000,000.....					
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	* May & Nov.					
2d Mortgage.....	1,814,500	6	April & Oct.	Portland.	1866	New York.	1890	90			
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	Cheshire:					
Sterling Loan.....	484,500	6*	May & Nov.	"	1878	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80
Baltimore and Ohio:						Chester Valley:					
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872
Loan of 1850.....	579,500	6	"	"	1880	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	Income bonds (2d Mortgage).....	1,087,000	7	April & Oct.	"	1883
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	Chicago, Burlington and Quincy:					
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883
Bay de Noquet and Marquette:						Trust Mortgage, convertible	150,000	8	"	"	1883
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	2d Mortgage.....	941,000	4*	July.	Frankfort.	1890
Bellefontaine:						Company bonds.....	400,000	7	March & Sept.	New York.	1890
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	Chicago, Cincinnati and Louisv.:					
Bellefonte and Snow Shoe:						1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	Chicago and Great Eastern:					
Belvidere Delaware:						Income.....	400,000	7	April & Oct.	New York.	1895
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	Construction.....	300,000	7	"	"	1895
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	Chicago, Danville and Vincennes:					
3d Mortgage (guar. by C. & A.)	746,000	6	Feb. & Aug.	"	1887	1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909
Blue Ridge, S. Car.:						Chicago, Iowa and Nebraska:					
1st Mortgage of \$2,500,000		7	Jan. & July.	Charleston.	1898	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881
Boston and Albany:						Chicago and Milwaukee (46 miles):					
Sterling Loans.....	2,051,520	6*	April & Oct.	London.	'69-'71	1st Mortgage (C. and N. W.):	397,000	7	May & Nov.	New York.	1874
Dollar Loan.....	798,000	6	"	Boston.	1875	Chicago and Northwestern:					
Boston, Clinton and Fitchburg:						Pref. sinking fund b'ds (193 m.):	1,249,500	7	Feb. & Aug.	New York.	1885
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	Funded Coupons.....	755,000	7	May & Nov.	"	1883
Boston, Concord and Montreal:						General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1886
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	1st Mortgage, Appleton Ext.	184,000	7	"	"	1885
2d Mort. conv. (1st M. on 22d m.)	100,000	6	Jan. & July.	Boston.	1870	1st Mortgage, Green Bay Ext.	300,000	7	"	"	1874
2d Mort. conv. (1st M. on 22d m.)	250,000	7	"	New York.	1870	Equipment Bonds.....	101,000	7	April & Oct.	"	1884
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1878
Boston, Hartford and Erie:						Elgin and State L. purchase b'ds	138,000	6	"	"	1915
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	94
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"	1899	Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71
Boston and Lowell:						1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1875
Scrip certificates.....	366,000	3	April & Oct.	"	1873	1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	"	1868
Wharf purchase bonds.....	200,000	6	"	"	1865	1st Mort. (Chi. & Mil. R. W. 55 m.)	1,129,000	7	Jan. & July.	"	1898
Buffalo, Bradford and Pittsburg:						1st Mort. (Beloit & Mad. R.):	384,000	7	"	"	1888
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	Chicago, Rock Island and Pacific:					
Buffalo, Corry and Pittsburg:						1st Mort. (C. & R. I. and P. R. R.)	1,397,000	7	Jan. & July.	New York.	1870
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18	1st Mort. (C. & R. I. and P. R. R.)	7,376,000	7	"	"	1890
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894
Buffalo and Erie:						1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	1st Mortgage, Hamilton and Dayton:					
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	3d Mortgage.....	500,000	8	Jan. & July.	"	1885
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	New Mortgage.....	282,000	7	"	"	1877
Buffalo, New York and Erie:						Cincinnati and Indiana:					
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892
2d Mortgage.....	380,000	7	May & Nov.	"	1872	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87
Burlington, Cedar Rapids & Minn.:						Cincinnati and Indianapolis Junc.:					
1st Mortgage.....	3,500,000	7*	May & Nov.	New York.	1910	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888
Burlington and Missouri River:						2d Mortgage.....	800,000	7	March & Sept.	"	1863
Land Grant Mortgage.....	4,690,000	7	April & Oct.	New York.	1893	1st Mortgage.....	250,000	7	June & Dec.	"	1884
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	1st Mortgage (Newcastle Br.)	400,000	7	Jan. & July.	New York.	1895
2d Convertible bonds.....	600,000	7	"	"	1875	1st Mort. (guar. by L. C. & Laf.)	65,000	7	"	"	1888
3d Convertible bonds.....	958,545	8	"	"	1875	Cincinnati, Richmond & Chicago:					
California Pacific:						1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	2d Mortgage.....	65,000	7	"	"	1888
Camden and Amboy:						Cincinnati and Zanesville:					
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893
" Loan, £269,200 & £154,000	2,000,000	5*	March & Sept.	"	1894	2d Mortgage.....	1,051,851	7	June & Dec.	New York.	1890
Loan for \$800,000.....	2,540	6	April & Oct.	New York.	1870	1st mortgage.....	800,000	7	"	"	
Loan for \$675,000.....	675,000	6	"	"	1875	Cleveland, Columbus and Cinc.:					
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	1st Mortgage.....	350,000	7	June & Dec.	New York.	'68-'90
Loan for \$2,500,000.....	866,000	6	June & Dec.	"	1889	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873
Consol. Mortgage for \$5,000,000.....	4,929,200	6	May & Nov.	"	1894	2d Mortgage.....	587,000	8	March & Sept.	"	1876
Camden and Atlantic:						3d Mortgage.....	147,500	7	Jan. & July.	"	1881
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	Hubbard Branch, 1st Mortgage.....					
2d Mortgage.....	500,000	7	April & Oct.	"	1880	1st Mortgage.....	700,500	6	March & Sept.	New York.	1873
Camden and Burlington County:											

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Interest Payable.			Price.	Description of Bonds.	Amount.	Interest Payable.			Price.	
		Rate.	When.	Where.				Rate.	When.	Where.		
Clev., Painesv. & Ash. (L. Shore):						Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897
2d Mortgage.....	1,000,000	7	" " "	"	1880	95	2d Mortgage.....	4,000,000	7	March & Sept.	"	1879
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	95	3d Mortgage.....	6,000,000	7	" "	"	1883
Cleveland & Toledo (Lake Shore):						4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	107	5th Mortgage.....	926,500	7	June & Dec.	"	1888
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	"	1882	102	Buffalo Branch Bonds	186,400	7	Jan. & July.	"	1891
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1855	102	Sterling Loan £300,000	4,844,444	6*	March & Sept.	London.	1875
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	"	1886	102	Erie and Pittsburg:					
Columbia and Augusta:						1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	102	2d Mortgage.....	700,000	7	April & Oct.	"	1875
Columbus, Chicago & Ind. Cent.:						New Mortgage.....	859,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage skg fund.	15,000,000	7	April & Oct.	New York.	1908	87	Evansville and Crawfordsville:					
Consol. 2d Mortgage skg fund.	5,000,000	7	Feb. & Aug.	"	1909	72	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869
Columbus and Indiana Central:						1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	102	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	"	1881
Income Bonds.....	1,243,000	7	" "	"	1881	102	Fall River, Warren & Providence:					
Columbus and Hocking Valley:						1st Mortgage.....	200,000	7	— & —	Providence.	18—	
Columbus and Xenia:						Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	100	1st Mortgage guaranteed.....	100,000	6	— & —	Princeton.	18—
Connecticut and Passumpsic Riv.:						1st Mortgage.....	1,520,500	7	— & —	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N.&W.):					
Notes of '66 and '67, free.....	295,000	7	" "	"	'76-'77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882
Connecticut River:						2d Mortgage.....	1,985,000	7	May & Nov.	"	1875	
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100	Georgia:					
Connecting:						Bonds.....	592,000	7	J. & J.	Augusta.	70'-75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:					
Cumberland and Pennsylvania:						1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	100	Grand River Valley:					
2d Mortgage sinking fund.....	793,000	6	May & Nov.	"	1885	100	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886
Cumberland Valley:						Grand Trunk (Ca. & N.Y.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	100	1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—
2d Mortgage.....	100,500	8	" "	"	1904	100	2d Preference Bonds.....	7,355,986	5*	" "	"	18—
Danbury and Norwalk:						3d Preference Stock.....	3,414,094	4*	" "	"	18—	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" "	"	18—
Danv., Urbana, Blooming. & Pekin:						Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	100	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—
Dayton and Michigan:						Great Western of Canada:						
1st Mortgage sinking fund.....	2,902,000	7	Jan. & July.	New York.	1881	100	Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	73'-76
2d Mortgage.....	642,000	7	March & Sept.	"	1884	100	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	73'-76
3d Mortgage.....	700,000	7	April & Oct.	"	1888	100	Mortgage Bonds £547,000.....	2,652,950	5*	— & —	"	77'-78
Dayton and Union:						Stock Debentures £46,700.....	226,500	5*	— & —	"	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	100	Great Western of Illinois:					
2d Mortgage.....	135,000	7	June & Dec.	"	1879	100	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868
Income Bonds.....	252,445	6	" "	"	1879	100	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	"	1888
Dayton and Western:						1st Mortgage (General).....	2,500,000	7	" "	"	93	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	100	2d Mortgage.....	2,500,000	7	May & Nov.	"	1893
2d Mortgage.....	463,000	6	Jan. & July.	"	1905	100	Greenville and Columbia:					
Delaware:						1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	100	Hannibal and St. Joseph:					
Guaranteed Bonds.....	100,000	6	" "	"	1875	100	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881
State Loan.....	170,000	6	" "	"	1876	100	Convertible bonds.....	50,000	7	Jan. & July.	"	1883
Extension Mortgage.....	100,000	6	" "	"	1880	100	Eight per cent. Loan.....	1,834,000	8	" "	"	1874
Delaware, Lackawanna & Western:						Ten per cent. Loan.....	904,000	10	" "	"	1872	
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	96	Mort. bonds conv. tax free.....	1,200,000	8	" "	"	1885
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	100	1st Mort. (Quincy and Palmyra).....	500,000	8	" "	"	103
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	"	1881	96	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" "	"	1891
Des Moines Valley:						1st Mort. (Harrisburg and Lancaster).....						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	100	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Income Bonds.....	462,000	7	Jan. & July.	"	1884	100	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873
Detroit and Milwaukee:						2d Mortgage.....	100,000	7	Jan. & July.	New York.	1873	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	100	Hartford, Providence and Fishkill:					
2d Mortgage.....	1,000,000	8	" "	"	1875	100	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	100	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	Jan. & July.	Hartford.	1876
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	100	Hempfield:					
Bonds of June 30, 1866 (cond.)	1,861,639	6	" "	"	1886	100	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872
Detroit, Mon. & Tol. (M.S. & N.L.)						Houstonian:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877
Detroit and Pontiac (Detr. & Mil.):						2d Mortgage.....	100,000	7	Jan. & July.	"	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	100	Houston and Texas Central:					
1st Mortgage.....	150,000	7	April & Oct.	"	1878	100	1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	Hudson River:						
Dubuque and Sioux City:						2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	3d Mortgage.....	183,000	7	May & Nov.	"	100	
1st Mortgage (construction).....	600,000	7	" "	"	1884	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	2d Mortgage.....	367,500	7	Feb. & Aug.	"	84	
Dubuque Southwestern:						Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	Illinois Central:						
2d Mortgage, ordinary.....	450,000	7	" "	"	1895	Construction:						
East Brandywine & Waynesburg:						Construction.....	3,187,500	7	April & Oct.	New York.	1875	
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	Redemption.....	332,000	6	" "	"	106	
East Pennsylvania:						Redemption.....	2,500,500	6	" "	"	52	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	Redemption, sterling.....	2,500,000	6*	" "	London.	1875	
East Tennessee and Georgia:						Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (1866).....	430,277	6	" "	"	1898	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
Mortgage (old).....	640,000	6	" "	"	1898	1st Mortgage.....	500,000	7	April & Oct.	"	1888	
Mortgage (new).....	136,400	7	" "	"	1898	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
East Tennessee and Virginia:						1st Mortgage.....	397,000	7	May & Nov.	New York.	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	1st Mortgage.....	272,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (1866).....	600,000	6	" "	"	1898	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	
Tennessee endorsed bonds.....	178,000	6	" "	"	1898	1st Mortgage.....	345,000	7	April & Oct.	New York.	1878	
Eastern:						1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1868	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	1872	2d Mortgage.....	2,000,000	7	—	—	82	
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	1st Mortgage.....	2,107,000	7	—	—	75	
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	2d Mortgage.....	2,000,000	7	—	—	—	
1st Mortgage (Essex Railroad).....	214,000	6	Jan. & July.	"	1876	1st Mortgage.....	2,107,000	7	—	—	—	
Bonds of 1868.....	500,000	6	March & Sept.	"	1889	2d Mortgage.....	2,000,000	7	—	—	—	
Edgelfield												

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Junction, Philadelphia:											
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	Mobile and Montgomery:				
Kentucky Central:							1st Mortgage for \$2,500,000.....	\$	8*	May & Nov.	New York.
1st Mort. (Covington & Lexing.)	128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.
2d Mortgage (do.).....	794,000	7	— & —	" "	1883	....	1st Mortgage, Sterling.....	4,593,000	8*	" "	Mobile.
3d Mortgage (do.).....	237,000	7	— & —	" "	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.
Keokuk and St. Paul:							Income of '61, '62, '63 and '67.....	388,900	8	May & Nov.	Mobile.
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Liquidation (10 year) bonds.....	556,421	8	" "	New York.
Knoxville and Charleston:							Interest bonds.....	697,900	8	" "	Mobile.
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:				
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:				
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	" "	1871
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	" "	1881
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:				
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.
2d Mortgage (Extension).....	400,000	7	May & Nov.	" "	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	" 1891
Lake Erie and Louisville:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Tenn. State Loan.....	150,000	6	" "	1892
Lawrence:							Tenn. Coupons Funded.....	426,270	6	" "	1892
1st Mortgage.....	360,000	7	" "	Pittsburg.	1886	....	Nashville and Chattanooga:				
Lehigh and Lackawanna:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	150,000	6	" "	1892
Lohigh Valley:							2d Mortgage.....	792,050	6	" "	1892
1st Mort. (exchangeable for new).....	1,089,000	6	May & Nov.	Philadelphia.	1873	100	Nashville and Decatur:				
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	" "	1898	101	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	" "	1872	94	Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.
Little Miami:							2d Mortgage.....	500,000	6	" "	New York.
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Nashville and Northwestern:				
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	....	1st Mortgage.....	2,672,000	6	Jan. & July.	New York.
Little Rock and Fort Smith:							2d Mortgage.....	792,050	6	" "	1892
1st Mortgage for \$3,500,000.....	6*	....		Boston	....		Naugatuck:				
Little Schuylkill:							1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100	Newark and New York:				
Long Island:							1st Mortgage.....	600,000	7	Jan. & July.	New York.
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	New Bedford and Taunton:				
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.
Louisville, Cincinnati and Lexington:							1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	Newcastle and Beaver Valley:				
2d Mortgage.....	1,000,000	8	April & Oct.	" "	1897	85	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	" 1877
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Derby:				
Louisville Loan.....	100,000	6	" "	" "	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.
Louisville and Nashville:							1st Mortgage.....	450,000	7	Jan. & July.	New Haven and Northampton:
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	95	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	'70-'75	96	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	" 1874
1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	" "	1870	....	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80-'85	92	New London Northern:				
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.
Louisville Loan, Lebanon Br. Ext.	225,000	6	May & Nov.	" "	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	" 1885
Consolid. 1st mort. for \$8,000,000.....	333,000	6	April & Oct.	" "	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.
Louisville, N. Albany & Cincinnati.....	2,000,000	7	" "	" "	1898	89	N. Orleans, Jackson & Gt. Nth.	2,741,000	8	Jan. & July.	New York.
1st Mort., New Albany & Salem.....	2,235,000	6	— & —	New York.	1892	....	1st Mort. construction (80 m.)	1,342,000	8	April & Oct.	New York.
Macoupin and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	Jan. & July.	" 1890
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	....	1st Mort. (F.) for \$1,000,000 (80 m.)	8	Jan. & July.	" 1887	
Manahoy and Broad Mountain:							New York Central:				
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Premium, Sinking Fund Bonds.....	5,936,626	6	May & Nov.	New York.
Maine Central:							Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	" 1876
\$1,100,000 Loan.....	1,095,600	6	Feb. & Aug.	Boston.	'90-'91	90	Bonds for B. & N. Fails K.R.Co.	76,000	6	May & Nov.	" 1883
\$400,000 Loan.....	307,700	6	June & Dec.	" "	'70-'71	....	Bonds for railroad stocks.....	592,000	6	" "	" 1883
Bangor City Loan.....	621,000	6	April & Oct.	" "	1874	....	Bonds for real estate.....	162,000	6	" "	" 1883
2d Mort. (Penob. & Ken. R. R.).....	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds and mortgages.....	22,800	7	various	" var.
Marietta and Cincinnati:							Convertible bonds.....	195,000	7	Feb. & Aug.	" 1876
1st Mortgage.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	97	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" 1887
1st Mortgage, Sterling.....	1,050,000	7	" "	London.	1891	....	New York and Flushing:				
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	84	1st Mortgage.....	125,000	7	— & —	New York.
Scioto and Hocking Valley.....	300,000	7	" "	" "	1896	....	1st Mortgage.....	3,000,000	7	May & Nov.	New York.
Memphis and Charleston:							1st Mortgage of 1853.....	1,797,000	7	Feb. & Aug.	" 1893
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1863.....	1,059,500	6	April & Oct.	New York.
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.
2d Mortgage.....	1,900,000	7	Jan. & July.	" "	1885	....	Extension Bonds.....	250,000	6	May & Nov.	" 1883
Memphis and Little Rock:							1st Mortgage.....	110,500	7	Jan. & July.	New York.
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	303,000	8	" "	" 1877
Mortgage (road and land).....	1,300,000	8	May & Nov.	" "	1890	....	2d Mortgage for \$300,000.....	43,000	8	" "	N. Norfolk.
Ark. State Loan.....	900,000	7	Jan. & July.	" "	1897	....	North Eastern:				
Michigan Central:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.
1st Mortg., sterling.....	467,489	6	Jan. & July.	London.	1872	....	2d Mortgage for \$300,000.....	145,000	7	" "	" 1868
1st Mortg., \$300,000, convertible.....	4,000	8	March & Sept.	New York.	1869	....	North Missouri:				
1st Mortgage, dollars, convertible.....	567,900	8	April & Oct.	" "	1882	....	1st Mort. of 1865.....	6,000,000	7	Jan. & July.	New York.
Consol. Sinking Fund Mortgage.....	2,591,500	8	" "	" "	1882	119	2d Mortgage of 1868.....	4,900,000	7	April & Oct.	" 1888
Michigan Southern & North. Ind.:							North Pennsylvania:				
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	101	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.
2d Mortgage.....	2,693,000	7	" "	" "	1877	97	Chattel Mortgage.....	380,000	10	April & Oct.	" 1887
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97	2d Mortgage.....	276,500	7	May & Nov.	" 1887
Millin and Centre County:							North Shore, L. L.:				
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	110,200	7	Jan. & July.	New York.
Milwaukee and Chicago, (40 miles) :							1st Mortgage.....	120,000	6	April & Oct.	Boston.
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Northern Central:				
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.
Milwaukee and St. Paul:							2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" irred.
1st Mortg. - 370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	97	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	" 1885
2d Mortgage.....	1,390,000	7	April & Oct.	" "	1884	90	Consol. Mort. for \$6,000,000.....	2,019,000	6	Jan. & July.	" 1900
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	" "	1898	107	Northern New Hampshire:				
2d Mortgage (P. du C.).....	736,000	7	" "	" "	1898	99	Company Bonds of 1854.....	120,000	6	April & Oct.	Boston.
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	94	Northern New Jersey:				
Mississippi Central:							1st Mortgage.....	400,000	7	Jan. & July.	New York.
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	North Western Virginia:				
2d Mortgage.....	1,997,000	8	Feb. & Aug.	" "	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.
Mississippi and Tennessee:							North Western Virginia:				
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	1st Mort. (B. & O. R. R. Co.)				

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
		When.	Where.	Due.					When.	Where.		
North Carolina:												
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867							
New Loan for \$800,000.....	8	"	"	"	1887							
Norwich and Worcester:												
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877							
Construction bonds.....	124,500	7	"	"	1877							
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870							
Ogdensburg and Lake Champlain:												
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100						
Equipment Bonds.....	300,000	8	"	"	'69-'78	102 ¹						
Ohio and Mississippi:												
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	102						
1st Mortgage, W. Div.....	850,000	7	"	"	1872							
2d Mortgage, W. Div.....	556,000	7	"	"	1874	88						
Income, W. Div.....	221,500	7	April & Oct.	"	1882							
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	98 ¹						
Consolidated Mort. sterling.....	88,420	7	"	"	London.	1898						
Oil Creek and Allegheny River:												
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	87						
Old Colony and Newport:												
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1878	96						
Company Bonds.....	458,000	6	April & Oct.	"	1875	97 ¹						
Company Bonds.....	1,388,700	7	Feb. & Aug.	"	1877	104						
Orange, Alexandria & Manassas:												
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	78						
3d Mort. "	573,500	6	May & Nov.	Richmond.	1873	84 ¹						
4th Mort. "	381,700	8	March & Sept.	Alexandria.	1880	78 ¹						
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	82						
Va. State Loan.....	249,962	6	"	"	1887							
Osage Valley:												
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888							
Oswego and Rome:												
1st Mort. guar. by R. W. & O.	360,000	7	May & Nov.	New York.	1916							
Income.....	200,000	6	Feb. & Aug.	"	1891							
Oswego and Syracuse:												
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80							
2d Mortgage.....	375,900	7	"	"	1885							
Pacific of Mo.:												
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	100						
St. Louis Loan.....	700,000	6	"	"	'71-'78							
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 ¹						
Panama:												
1st Mortgage, Sterling.....	98,847	7*	April & Oct.	London.	1875							
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872							
General Mortgage, Sterling.....	2,899,330	7*	April & Oct.	"	1897							
Paterson and Newark:												
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888							
Pemberton and Hightstown:												
1st Mortgage endorsed.....	160,000	7	— & —	New York.	1877							
Peninsular (Michigan):												
1st Mortgage for \$16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	96						
Pennsylvania:												
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103						
2d Mort. { Harrisb. to Pittsb. }	2,583,000	6	April & Oct.	"	1875	99 ¹						
{ 2d M. stg. }	2,283,840	6	"	London.	1875							
General Mortgage.....	15,784,800	6	J. A. J. & O.	Philadelphia.	1910	96 ¹						
State lien on whole property.....	5,924,717	5	April & Oct.	Harrisburg.	1890							
Short Bonds and Debentures.....	1,109,224	6	J. A. J. & O.	Philadelphia.	'69-'71	101						
Pennsylvania and New York:												
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	96 ¹						
Pensacola and Georgia:												
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—							
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—							
2d Mortgage.....	255,000	8	"	"	18—							
Peoria and Bureau Valley:												
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—							
Peoria, Pekin and Jacksonville:												
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887							
Perkiomen:												
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—	80						
Perth Amboy and Woodbridge:												
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—							
Philadelphia and Baltimore Cent.:												
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876							
Philadelphia and Erie:												
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877	100						
1st Mortgage (General).....	5,000,000	6	"	"	1881	93						
2d Mortgage.....	4,000,000	6	"	"	1901	82 ¹						
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	92 ¹						
Philadelphia, German & Norristown:												
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882							
Philadelphia and Reading:												
Bonds of 1870.....	2,625,000	7	Jan. & July.	Philadelphia.	1890	100						
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871							
Bonds of 1836-43-44-48 and 49.....	2,497,800	6	"	"	1880	97						
Bonds of 1857, convertible.....	143,500	6	"	"	1886	98 ¹						
Bonds of 1836, Sterling.....	182,400	5	"	London.	1880							
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	"							
Bonds of 1868 for renewals.....	1,121,000	6	April & Oct.	"	1893	83 ¹						
Mort. bonds of '68, clear of taxes.....	2,700,000	7	"	Philadelphia.	1893	103 ¹						
Philadelphia and Trenton:												
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868							
Philadelphia, Wilmington & Balt.:												
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	94						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'78	94						
Bonds of 1867.....	945,000	6	"	"	1887	94						
Pittsburg, Cincinnati & St. Louis:												
1st Mortgage, guaranteed.....	4,005,000	7	Feb. & Aug.	Philadelphia.	1900							
Pittsburg and Connellsville:												
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889							
1st Mort. (new) for \$4,000,000.....	3,700,000	7	Jan. & July.	Baltimore.	1898	96						
Port Huron and Lake Michigan:												
1st Mortgage for \$16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899							
Paterson and Waterford (R. W. & O.)												
1st Mortgage guaranteed.....	511,600	7	June & Dec.	New York.	'92-'94							
Portland and Kennebec:												
1st Mortgage.....	\$230,000	6	April & Oct.	"	"							
Consolidated Bonds.....	300,000	6	"	"	"							
Pittsburg, Ft. Wayne & Chicago:												
1st Mortgage (Series A).....	875,000	7	Jan. & July.	"	"							
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"							
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"							
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"							
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"							
1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"							
2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"							
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"							
2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"							
2d Mortgage (Series K).....	860,000	7	April & Oct.	"	"							
2d Mortgage (Series L).....	860,000	7	May & Nov.	"	"							
2d Mortgage (Series M).....	860,000	7	June & Dec.	"	"							
3d Mortgage.....	2,000,000	7	April & Oct.	"	"							
Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	"							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct. or Jan. & Jul. }	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class ..	850,000	7		"	1890	....
1st Mortgage.....	79,875	....	— & —	— & —			" " 3d class ..	154,000	7		"	1890	....
2d Mortgage.....	52,000	....	— & —	— & —			" " 4th class ..	1,263,000	7		"	1890	....
3d Mortgage.....	665,000	....	— & —	— & —			Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	88
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	25,500	6	" "	"	1868	75
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	"	1864	....	3d Mortgage (Enlarged).....	990,000	6	" "	"	1884	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	" "	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" "	"	1890	85
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Sheboygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" "	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	98
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds £452,9124.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	94
Sterling Bonds £59,0314.....	262,366	5*	" "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,010	6	" "	"	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	101
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Western (Boston and Albany):						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Sterling Loans, £899,900.....	2,061,520	5*	April & Oct.	London.	'89-'91	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" "	Boston.	1876	101
1st Mort. (\$16,000 p.m.) endorsed.....		8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1860	93
South Side, Va.:							1st Mortgage unendorsed.....	400,000	6	" "	"	1890	78
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d Mort. for \$300,000, end. by B.	300,000	6	" "	"	1890	92
3d Mort. (for City Point R. R.) ..	175,000	6	" "	"	'65-'68	....	2d M. for \$300,000, end. by W.C.O.	300,000	6	" "	"	1890	89
4th Mortgage.....	317,000	6	" "	"	'70-'72	....	New Preferred mortgage.....	600,000	6	" "	"	1893	93
Consol. Mortgage.....		8	" "	New York.	'84-'90	....	Western Pacific:						
South Side, L. L.:							1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1890	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89	Government Lien.....	1,970,000	6	" "	"	"	....
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	82
South West Pacific:							1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by At&l. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	8	" "	"	"	1897	64
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	" "	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89
Sussex:							York and Cumberland (N. C. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS:						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89	Chesapeake and Ohio:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	99	State (Md.)	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	"	1886	78	Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94	Delaware Division:						
1st M. (L. Erie, W. St. L. 167 m.)	2,500,000	7	" "	"	1890	...	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	59	2d Mortgage, 2d pref.....	146,000	7	" "	"	1886	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	"	1871	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equipm't Bonds (T. & W. 75 m.)	600,000	7	" "	"	1883	82	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T. & W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	"	1907	97	Delaware and Raritan (See Camden)						
Troy and Boston:							Eric of Pennsylvania:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Interest Bonds.....	161,900	7	" "	"	18	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Liegh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	1st Loan.....	138,913	6	J. A. J. & O.	Philadelphia.	1870	....
Troy Union:							2d Loan.....	5,606,100	6	" "	"	1884	88
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	3d Loan.....	2,000,000	6	" "	"	1897	92
2d Mortgage, guaranteed.....	360,000	6	" "	"	1878	....	Gold Loan.....	2,0,0,000	6*	"	"	1894	....
Union Pacific:							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	93
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	92	Convertible Loan.....	1,496,879	6	" "	"	1877	83
2d Mortgage (Gov. subsidy).....	27,236,512	6	" "	"	'95-'99	....	Monongahela Navigation:						
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	'87-'89	94	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	83	2d Mortgage.....	57,000	6	" "	"	18	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	"	....	2d Mortgage.....	302,750	6	" "	"	1876	86
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" "	"	1886	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	"	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	79
Land Grant Mort. for \$500,000.	361,000	7	March & Sept.	"	'71-'76</td								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in *Italics*; State-and-City Railroads are distinguished by a *double underline*.

Abstract of General Balance Sheet.

Railroad	Rolling Stock			Liabilities.			Operations.			Earnings.					
	Property and Assets.			Accounts and Cash.			Carried one mile.			Net					
	Railroad	Rolling Stock	Assets	Stocks	Bonds	Accounts	Passenger	Trains Moved.	Tons.	Gross	Freight.	Market. Par.			
Sept. 30, 1869	371,0	2,146,579	\$	\$	\$	\$	\$	M.	M.	M.	M.	Dividends.			
Jun. 30, 1869	70,1	220,0	1	1	1	1	1	21,132	264,206	35,611	1,668	Pct.			
Sept. 30, 1869	142,0	21,24	7	16 Adirondack and Chattanooga	New York	915,000	1,205,943	70,0	25,0	21,132	1,668	Value of shares.			
Jan. 31, 1869	142,0	22,19	8	Alabama and Susquehanna	Alabama and Susquehanna	2,148,000	4,175,000	142,0	421,816	9,214,589	7,020,868	697,846	100		
Sept. 30, 1869	26,5	48,0	9	425 Allegheny and New York	Allegheny and New York	2,169,580	7,650,464	132,0	1,205,943	7,020,868	7,020,868	237,353	100		
Jan. 31, 1869	142,0	22,19	10	425 Allegheny Valley	Allegheny Valley	2,169,580	7,650,464	132,0	1,205,943	7,020,868	7,020,868	237,353	95		
Sept. 30, 1869	26,5	6,0	11	116 Androscoggin	Androscoggin	2,169,580	7,650,464	132,0	1,205,943	7,020,868	7,020,868	237,353	50		
Jan. 31, 1869	23,0	—	12	116 Androscoggin	Androscoggin	2,169,580	7,650,464	132,0	1,205,943	7,020,868	7,020,868	237,353	100		
Sept. 30, 1869	86,7	8,5	13	14 Atlanta and West Point	Atlanta and West Point	246,018	1,223,200	150,000	12,811	46,381	86,7	119,162	119,162	119,162	8
Jan. 31, 1869	86,7	8,5	14	14 Atlanta and Great West	Atlanta and Great West	246,018	1,223,200	150,000	12,811	46,381	86,7	119,162	119,162	119,162	95
Sept. 30, 1869	38,7	38,2	15	166 Atlantic and Gulf	Atlantic and Gulf	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Dec. 31, 1869	32,0	48,7	16	166 Atlantic and Gulf	Atlantic and Gulf	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Dec. 31, 1869	32,0	48,7	17	61 Atlantic and North Carolina	Atlantic and North Carolina	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Dec. 31, 1869	142,0	16,0	18	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	19	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	20	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	21	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	22	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	23	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	24	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	25	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	26	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	27	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	28	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	29	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	30	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	31	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	32	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	33	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	34	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	35	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	36	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	37	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	38	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	39	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	40	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	41	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	42	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	43	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	44	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	45	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	46	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	47	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	48	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	49	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	50	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	51	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	52	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	29,000	2,000,000	4,062,415	318,711,106	5,088,397	5,088,397	5,088,397	100
Sept. 30, 1869	142,0	16,0	53	61 Atlantic and N. H. & V.	61 Atlantic and N. H. & V.	3,940,459	30,074,040	2							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An article ("c") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in "Railroad,"¹³ but not in "Land."¹⁴ Railroad is distinguished by a " " and running costs (" ") are not ascertained.¹⁵

State-aid Railroads are distinguished by a "S." and **Grant Railroads** are printed in "*Italics*."

Abstract of General Balance Sheet.																	
Market. Par.		Dividends.		Earnings.		Operations.		Operations.		Carried one mil.		Passenger.		Freight.		Net.	
Dividends.		Gross.		Tons.		M.		M.		Number.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Market. Par.		Dividends.		Gross.		Tons.		M.		Number.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.		M.		M.		M.		P.C.			
Dividends.		M.		M.		M.											

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track. m.	Horses and Dummies. Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Value of Shares.	PASSENGER RAILROAD BONDS.													
									Bonded Debt.	Floating Debt.	Gross.	Dividends on paid Capital.	Par.	Paid.	Market.	Amount out- standing.	Interest Rate.	Prin- cipal Pay- able.	Market Price			
Sept. 30, '70	7.25	94	14 Albany	N.Y.	156,100	110,300	40,000	\$	87,061	22,593	5	100	100	100	100	\$	pc	J. & J.	18	...		
Sept. 30, '70	0.96		Albany st. Freight (B'ton). Mass.		47,765	75,000		1,136	2,654	557	100	100	100	100	100							
Oct. 31, '70	3.41	11	4 Allentown	Pa.	30,115	30,500			12,733	1,886	100	100	100	100	100							
Dec. 31, '68	31.00	479	73 Baltimore City	Md.					480,046	.....	6	100	100	24	100						
Sept. 30, '70	22.00	412	58 Bleeck, st. & E.P. (N.Y.C.) N.Y.		1,975,049	900,000	694,000	29,500	316,259	54,828	100	100	100	100	100							
Sept. 30, '70	3.36		Boston and Chelsea	Mass.	110,000	110,000			4,400	4,004	4	100	100	38	100							
Sept. 30, '70	2.75		Boston & West Roxbury	Mass.	41,000	41,000					100	100	100	100	100							
Sept. 30, '70	10.16	192	49 Broadway (Brooklyn)	N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	100	100							
Sept. 30, '70	16.00	798	112 B'dway & 7th Av. (N.Y.C.) N.Y.		583,894	2,100,000	1,500,000	100,000	70,983	242,248	6	100	100	100	100							
Sept. 30, '70	7.00		28 Brooklyn, Bath & Coney I.N.Y.		180,855	170,000	30,000	91	36,842	8,514	100	100	100	100	100							
Sept. 30, '70	72.00	1412	29 Brooklyn City	N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	120	100	100	100	100							
Sept. 30, '70	24.33	211	49 B'klyn City, Hun. P. & P.P.N.Y.		685,864	300,000	379,000	30,448	166,955	24,058	100	100	100	100	100							
Sept. 30, '70	11.00	190	41 Brooklyn City & Newtown N.Y.		2,000,000	600,000	24,048	160,922	23,653	100	100	100	100	100								
Sept. 30, '70	6.00		B'klyn Flatbush & Coney Isl. N.Y.		108,000	180,000	100,000	(Open ed Oct. 1, 1870.)			100	100	100	100	100							
Sept. 30, '70	24.09	190	39 Brooklyn and Jamaica	N.Y.	1,288,100	488,100	800,000		18,738	5,035	10	100	100	100	100							
Sept. 30, '70	4.50		Brooklyn & Rockaway Bh. N.Y.		210,793	145,500	84,500	3,000	34,357	18,241	100	100	100	100	100							
Sept. 30, '70	15.21	182	52 B'klyn street	N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	100	100	100	100	100							
Sept. 30, '70	7.50	89	20 Bushwick (Brooklyn)	N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	100	100							
Sept. 30, '70	27.43		Cambridge (Boston)	Mass.	734,771	727,800	150,000	74	9,000	100	100	100	100	100								
Sept. 30, '70	3.26	20	4 Central City (Syracuse)	N.Y.	29,334	21,130	6,000				100	100	100	100	100							
Sept. 30, '70	36.00	761	141 Cen. P., N. & E.R. (N.Y.C.) N.Y.		1,629,175	1,068,400	626,000	60,199	618,136	56,485	100	100	100	100	100							
Oct. 31, '70	7.25	50	50 Citizens' (10th&11th st. (1/b'tn.) Pa.)		207,264	192,750			251,773	76,780	36,350	19	100	100	100	100						
Oct. 31, '70	9.06	152	34 Citizens' (Pittsburg)	Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16,3	50	44	100	100							
Sept. 30, '70	14.83	210	18 Coney Island (Brooklyn)	N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	100	100	100	100	100							
Sept. 30, '70	22.79	819	109 Dry Dock, E.B. & B. (N.Y.C.) N.Y.		909,871	1,200,000	700,000	30,000	708,274	124,300	8	100	100	100	100							
Sept. 30, '70	3.50	12	4 Dunkirk and Fredonia	N.Y.	42,851	34,825			8,544	4,106	7	100	100	100	100							
Sept. 30, '70	11.75		5 East New York & Jamaica N.Y.		267,698	171,700	82,700	1,619	27,701	4,241	100	100	100	100	100							
Oct. 31, '70	1.63	12	3 Easton and S. Easton	Pa.	25,230	29,562			9,799	2,577	5	25	20	100	100							
Sept. 30, '70	18.00	867	161 Eighth Avenue (N.Y.C.) N.Y.		1,540,170	1,000,000	203,000	30,000	812,442	182,523	120	100	100	100	100							
Dec. 31, '70	6.00		Elizabethtown & Newark	N.J.	224,749	206,000			24,738	34,986	11,129	5	100	100	100							
Oct. 31, '70	2.27	19	5 Erie City	Pa.	32,291	20	2,096		16,143		5	100	100	100	100							
Sept. 30, '70	2.70	20	4 Fifth Ward (Syracuse)	N.Y.	44,763	29,335	10,000		12,327	2,155	100	100	100	100	100							
Sept. 30, '70	9.63	232	54 Gr'd st. & Gr'd st. (N.Y.C.) N.Y.		1,052,479	49,750	187,500	30,000	384,800	93,276	10	100	100	100	100							
Oct. 31, '70	17.04	301	45 Frankford & Southwark (Ph.) Pa.		788,242	491,750	120,000		13,508	1,139	100	100	100	100	100							
Sept. 30, '70	3.25	26	6 Genesee & Water st. (Syracuse) N.Y.		59,354	42,500	12,700		100	100	100	100	100	100	100							
Nov. 31, '70	3.60	60	60 Germantown (Phila.)	Pa.	562,270	37,545	350,000		356,570	102,350	19	50	100	100	100							
Oct. 31, '70	5.40	155	24 Girard College (Phila.)	Pa.	174,657	170,000			161,905	37,685	6	50	100	100	100							
Sept. 30, '70	9.00	90	15 Gr'd st. & Gr'd st. (Bk'n) N.Y.		270,000	170,000	90,000		89,627	8,196	2	100	100	100	100							
Dec. 31, '70	7.25	200	42 Green and Coates st. (Phila.) Pa.		243,615	150,000	100,000		180,211	32,244	6	50	100	100	100							
Sept. 30, '70	10.00	112	12 Harlan, Br. & F'dham N.Y.		260,682	114,010	134,000	4,000	74,945	7,894	100	100	100	100	100							
Oct. 31, '70	2.14	11	4 Harrisburg City	Pa.	60,249	41,995	11,264	1,240	5,997	2	25	24	100	100								
Oct. 31, '70	14.10	336	56 Hest, Mant, & F'mount (Ph.) Pa.		471,248	306,388	164,400	1,000	262,890	49,315	6	50	100	100	100							
Sept. 30, '70	3.56	27	9 Kingston and Rondout	N.Y.	79,835	75,000			22,120	3,252	100	100	100	100	100							
Oct. 31, '70	5.20	116	17 Lombard and South st. (Ph.) Pa.		186,555	105,000	62,500		100,785	9,201	25	100	100	100	100							
Sept. 30, '70	3.82	50	59 Lowell Horse	Mass.	49,180	55,830			26,181	2,431	100	100	100	100	100							
Sept. 30, '70	11.75	239	35 Lynn and Boston	Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	100	100	20	100	100							
Sept. 30, '70	3.41	12	52 Malden and Melrose	Mass.	60,246	200,000	45,872		16,740	Loss.	100	100	100	100	100							
Sept. 30, '70	0.91		53 Marginal Freight (Boston) Mass.		191,834	191,500			46,454	1,144	100	100	100	100	100							
Sept. 30, '70	3.07		54 Medford & Charlestown (Bttn.) Mass.		36,000	21,000	4,000		1,120		100	100	100	100	100							
Sept. 30, '70	4.88	43	6 Merrimack Valley	Mass.	42,206	50,000			6,174	23,375	100	100	100	100	100							
Sept. 30, '70	33.65	914	17 Metropolitan (Boston)	Mass.	1,624,594	1,250,000			297,271	685,303	99,519	100	100	100	100	100						
Sept. 30, '70	2.29	247	49 Middlesex (Boston)	Mass.	530,367	400,000	100,000	81,557	172,419	12,419	100	100	100	100	100							
Dec. 31, '70	3.40		34 Newark and Irvington	N.J.	50,806	30,000	15,000	2,402	34,807	2,962	100	100	100	100	100							
Sept. 30, '70	12.20	180	53 Ninth Avenue (N.Y. City) N.Y.		476,598	79,500	167,000		114,446	17,883	12,5	100	100	100	100							
Sept. 30, '70	3.22	18	54 Northampton & W'mburg Mass.		300,000	300,000			4,500	4,500	6											

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Market Price
	Out-standing.	Rate.	Paid.
RAILROAD STOCKS:			
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4
Baltimore and Ohio, pref.	3,000,000	6	...
Berkshire,* guaranteed.	600,000	7	7
Blossburg and Corning,* guar.	250,000	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	75
Buffalo, N. York and Erie,* guar.	950,000	7	7
Camden and Atlantic, pref.	753,695	7	...
Ontawissa,* pref. and guar.	2,200,000	7	7
Cayuga and Susquehanna,* guar.	589,110	9	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7
Central Ohio, preferred.	400,000	7	29
Chesapeake,* guar.	380,000	8	6
Cheshire, preferred.	2,017,815	7	3
Chicago and Alton, pref.	2,425,400	7	10
Chicago, Iowa and Nebraska,* guar.	20,370,293	7	7
Chicago and Northwestern, pref.	2,056,000	7	7
Cleveland and Mahoning,* guar.	6,250,000	3	...
Cleveland and Toledo,* † guar.	177,750	8	...
Cochecho, preferred.	1,822,100	6	93
Connecticut and Passumpsic Rivers, preferred.	241,900	8	114
Oumberland Valley, 1st pref.	242,000	8	8
" 2d pref.	594,261	6	...
Delaware,* guaranteed.	1,500,000	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,988,170	7	7
Dubuque and Sioux City,* preferred and guaranteed.	330,308	7	7
Dubuque Southwestern, pref.	492,500	8	8
Eastern (N. H.),* guaranteed.	500,000	5	5
Elmira, Jefferson and Canandaigua,* guaranteed.	8,536,910	7	7
Elmira and Williamsport,* guar.	500,000	5	5
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	90
Erie, preferred.	5,078,224	6	57
Evansville and Crawfordsville pref.	1,182,550	7	7
Hannibal and St. Joseph, pref.	500,000	7	4
Harrisburg and Lancaster,* guar.	1,180,000	7	105
Houston, preferred.	190,750	7	38
Huntingdon & Broad Top Mountain, preferred.	1,500,000	7	7
Joliet and Chicago,* guar.	300,000	8	...
Joliet and Northern Indiana,* guar.	500,000	7	...
Lackawanna and Bloomsburg, pref.	586,800	10	...
Leeds and Farmington,* guar.	323,375	10	...
Little Schuylkill,* guar.	9,744,268	7	80
Louisville, Cincinnati and Lexington, preferred.	848,700	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	30
" " 2d pref.	4,051,744	6	9
Manchester and Lawrence*	1,000,000	9	...
Michigan Southern, guaranteed.	5,000,000	10	...
Mill Creek and Mine Hill,* guar.	586,800	10	...
Milwaukee and St. Paul, preferred.	323,375	10	...
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12
New Haven and Northampton*	1,344,000	8	8
New York and Harlem, pref.	1,500,000	8	129
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6
North Eastern (S. C.) preferred.	155,000	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	108
Ohio and Mississippi, pref.	3,500,000	7	7
Paterson and Hudson,* guar.	630,000	8	8
Paterson and Ramapo,* guar.	248,000	5	...
Peoria and Bureau Valley,* guar.	1,200,000	6	...
Philadelphia and Erie,*	5,996,700	10	...
Philadelphia and Reading, pref.	1,551,800	10	...
Philadelphia and Trenton,* † guar.	1,099,120	10	...
Pittsburg and North Adams,* guar.	450,000	6	...
Pottl. & Kennebec (Yarmouth) guar.	202,400	6	...
Portland, Sago & Portsmouth,* guar.	1,500,000	6	...
Portsmouth and Concord*	350,000	7	7
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7
Rochester and Genesee Valley*	557,560	7	...
Rutland, preferred.	2,040,000	7	7
St. Louis, Alton and T. H., pref.	445,316	6	6
Sandusky and Cincinnati, pref.	576,650	5	5
Schuylkill Valley,* guar.	869,450	5	5
Shamokin Valley & Pottsville,* guar.	1,300,000	7	...
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	82
Troy and Greenbush,* guar.	274,600	7	7
Vermont and Canada,* guar.	2,500,000	8	8
Warren,* guar.	1,408,300	7	7
White Mountains,* guar.	200,000	5	5
Wrightsv. York & Gettysburg,* pref.	317,950	2	...
CANAL STOCKS:			
Delaware Division,* guar.	1,633,350	8	8
Morris, preferred.	1,175,000	10	10
Schuylkill Navigation, pref.	2,988,997	6	37
Union, preferred.	...	6	2
MISCELLANEOUS STOCKS:			
Cumberland Coal, pref.	...	6	...
Mariposa Mining, pref.	5,774,400	7	7

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 29 — @ 34 —

Pig, American, No. 1.....34 — @ 36 —

Pig, American, No. 2.....32 — @ 34 —

Pig, American, Forge.....31 — @ 32 —

Bar, Refined, English and American.....74 — @ 75 —

Bar, Swedes, assorted sizes.....(gold) 85 — @ 100 —

STORE PRICES.—

Bar, Swedes, ordinary sizes.....105 — @ 115 —

Bar, Refined.....75 — @ 77 50

Bar, Common.....82 50 — @ 85 —

Scroll.....95 — @ 125 —

Ovals and Half-round.....95 — @ 120 —

Band.....90 — @ 95 —

Horse Shoe.....95 — @ 100 —

Rods, 16x36 inch.....82 50 — @ 120 —

Nail Rod.....100 — @ 140 —

Sheets, Single D. and T. Common.....4½@ — 6

Rails, English.....(gold)...per ton 55 — @ 57 —

Rails, American, at Works in Penna., c'y. 70 — @ 72 —

Anvils, (Eagle).....per lb. currency.....8 — @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent ad. va. (Store prices.)

English, Cast, (2d and 1st quality), per lb. — 15 — @ 18

English Spring (2d and 1st quality).....7 — @ 10 —

English Blister (2d and 1st quality).....10 — @ 17 —

English Machinery.....11½@ — 14 —

English German (2d and 1st quality).....12 — @ 14 —

American Blister "Black Diamond".....— @ 12 —

American, Cast, Tool, do.15 — @ 16 —

American, Spring, do.9 — @ 11 —

American Machinery do.10 — @ 11 —

American German do.9 — @ 11 —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.per 100 lb. 4 75 — @ —

Cut Spikes, all sizes.....5 — @ —

Clinch.....5 25 — @ —

Horse Shoe, Forged (No. 10 to 5)....per lb. 18 — @ 31 —

Copper.....36 — @ 38 —

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Pig.....(gold)...per lb. — @ 38 —

Bands.....(gold)...per lb. — @ 32 —

Straits.....(gold)...32@ — @ 32 —

English.....(gold)... — @ 32 —

Plates—Fair to good brands. —Gold—Currency.

I. C. Charcoal.....per box 8 50 — @ 8 75 9 75 — @ 10 25

I. C. Coke.....7 25 — @ 8 — 8 25 — @ 9 25

Coke Terne.....6 12½@ 7 25 7 — @ 8 25

Charcoal Terne.....7 75 — @ 8 50 9 — @ 9 75

PLATES—Fair to good brands. —Gold—Currency.

I. C. Charcoal.....per box 8 50 — @ 8 75 9 75 — @ 10 25

I. C. Coke.....7 25 — @ 8 — 8 25 — @ 9 25

Coke Terne.....6 12½@ 7 25 7 — @ 8 25

Charcoal Terne.....7 75 — @ 8 50 9 — @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)...per gall. — @ 15 —

Crude, 40 @ 47 gravity (in shipping order) — 19½@ —

Refined, Standard White (in ship's order) — 26 — @ 26½

Refined, prime White (in shipping order) — 26 — @ 27

Refined, S. W. (in shipping lots).....29 — @ —

Refined, S. W. (in tin).....29 — @ 30 —

Naphtha, Refined, (85 @ 73 gravity).....9½@ — 10 —

Residuum.....per bbl. 4 — @ —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 3½; all over that, 3 cents per lb.

American Window. (Single Thick.) (Old List.)

1st. 2d. 3d. 4th.

Size. A. B. C. D.

6 by 8 to 7 by 9\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 158 25 7 50 7 00 6 50

11 by 14 to 12 by 189 75 9 00 8 00 7 00

14 by 16 to 18 by 2410 50 9 50 8 50 7 50

18 by 22 to 18 by 3012 25 11 25 10 00 8 00

20 by 30 to 24 by 3015 00 13 75 11 50 9 00

24 by 31 to 24 by 3616 50 15 00 12 50 10 00

28 by 36 to 30 by 4417 50 16 00 14 50 12 50

30 by 46 to 32 by 4820 00 18 00 15 50 13 50

32 by 50 to 32 by 5622 00 20 00 17 00 14 50

Above.....25 00 23 00 20 00 16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (New List, Aug. 20th.)

(Single Thick.)

6 by 8 to 8 by 10(4 qts.)...per 50 feet. 10 — @ 7 75

8 by 11 to 10 by 15(4 qts.)...10 50 — @ 8 —

11 by 14 to 12 by 18(4 qts.)...12 — @ 9 25

14 by 16 to 18 by 24(4 qts.)...12 50 — @ 9 75

18 by 22 to 18 by 30(4 qts.)...15 — @ 10 50

20 by 25 to 24 by 30(4 qts.)...18 50 — @ 12 50

26 by 34 to 26 by 40(3 qts.)...21 50 — @ 16 —

28 by 38 to 44(3 qts.)...22 — @ 16 50

30 by 32 to 52 by 52(3 qts.)...24 — @ 18 —

32 by 34 to 36(3 qts.)...26 50 — @ 19 50

34 by 38 to 40 by 60(3 qts.)...30 — @ 22 —

36 by 40 to 46 by 60(3 qts.)...36 — @ 28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

Th. 8. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

Canton Co.....83

Central Pacific 6a.....102

Central of N. Jersey.....111

Chicago & Alton.....119

... pref.

... I. M.

... S. F.

... Inc. bds.

Chicago, Bur. & Q.

... 8s, 1883

Chic. & Northwestern. 85

... pref.

... 1st M.

... S. F.

... Consol.

Chicago, Rock Isl. & Pac. 121

... 121

Chi., R. I. & P. 7a, 1896

Clev. Col. and Ind. 89

Clev. and Pittsburg. 119

... 120

... 118

New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

Th.8. F.9. Sat.10. M.12. Tu.13. W.14

FEDERAL STOCKS :—						
U. S. 5s, 1874, reg.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, coup.....	110	.....	110	.....	110	.....
U. S. 5s, 10-40s, reg.....	.....	.....	109 $\frac{1}{2}$	.....	.....	.....
U. S. 6s, 1881, reg.....	114	.....	114	.....	114	.....
U. S. 6s, 1881, coup.....	117 $\frac{1}{2}$	.....	.....	.....	117 $\frac{1}{2}$	.....
U. S. 6s, '81, O.W.L.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg.'62.....	.....	.....	112 $\frac{1}{2}$	.....	112 $\frac{1}{2}$	.....
U. S. 6s, 5-20s, c. 1862.....	112	.....	112 $\frac{1}{2}$	.....	112 $\frac{1}{2}$	.....
U. S. 6s, 5-20s, reg.'64.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1864, 112 $\frac{1}{2}$	.....	.....	112	.....	.....	.....
U. S. 6s, 5-20s, reg.'65.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1865.....	.....	.....	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	.....
U. S. 6s, 5-20s, r. n.'65.....	.....	.....	111	.....	110 $\frac{1}{2}$	.....
U. S. 6s, 5-20s, c. n.'65.....	114 $\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	.....
U. S. 6s, 5-20s, reg.'67.....	.....	.....	111	111 $\frac{1}{2}$	111 $\frac{1}{2}$	.....
U. S. 6s, 5-20s, c. 1867.....	114 $\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	.....
U. S. 6s, 5-20s, reg.'68.....	.....	.....	.....	.....	114 $\frac{1}{2}$	.....
U. S. 6s, 5-20s, c. '68.....	.....	.....	.....	.....	114 $\frac{1}{2}$	.....
U. S. 6s, Pac.R.R. issue 15 $\frac{1}{2}$	.....	.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 13.

W.7. Th.8. F.9. Sat.10. M.12. Tu.13

Catawissa
..... preferred .. 49 $\frac{1}{2}$ 23
Camden and Amboy .. 129 $\frac{1}{2}$ 129 $\frac{1}{2}$ 129 $\frac{1}{2}$ 129 128 $\frac{1}{2}$
..... 6s, 1875 .. 94 94
..... 6s, 1883 .. 94 94
..... 6s, 1889 .. 94 94
..... mort. 6s, '89 95 $\frac{1}{2}$ 96
Elmira & Williamsport ..
..... pref. .. 7 $\frac{1}{2}$
Lehigh Navigation .. 38 $\frac{1}{2}$ 38 $\frac{1}{2}$ 38 $\frac{1}{2}$ 38 $\frac{1}{2}$ 38 $\frac{1}{2}$
..... 6s, 1884 .. 88 $\frac{1}{2}$ 88 $\frac{1}{2}$ 88 $\frac{1}{2}$ 88 $\frac{1}{2}$ 88 $\frac{1}{2}$
..... Gold L. 93 $\frac{1}{2}$ 93 $\frac{1}{2}$ 93 $\frac{1}{2}$ 93 $\frac{1}{2}$ 93 $\frac{1}{2}$
..... R. R. L. 92 $\frac{1}{2}$ 92 $\frac{1}{2}$ 92 $\frac{1}{2}$ 92 $\frac{1}{2}$ 92 $\frac{1}{2}$
Lehigh Valley R. R. .. 62 $\frac{1}{2}$ 62 $\frac{1}{2}$ 62 $\frac{1}{2}$ 62 $\frac{1}{2}$ 62 $\frac{1}{2}$
..... new coup. ..
..... 6s new reg. .. 97 $\frac{1}{2}$
Little Schuylkill R. R. .. 7 $\frac{1}{2}$
Minehill .. 54
Morris Canal ..
..... pref. .. 124 $\frac{1}{2}$ 125 125 125 $\frac{1}{2}$
..... 1st mort. ..
North Pennsylvania .. 48 48
..... 6s, 1880 .. 99 $\frac{1}{2}$
..... 7s .. 100
..... 10s, 1887 ..
Northern Central ..
Oil Creek & Alleg. Riv. .. 52 $\frac{1}{2}$ 52 $\frac{1}{2}$ 52 $\frac{1}{2}$ 52
..... 7s .. 87 87
Pennsylvania R. R. .. 62 $\frac{1}{2}$ 61 $\frac{1}{2}$ 61 $\frac{1}{2}$ 61 $\frac{1}{2}$
..... 1st M. .. 103
..... 2d M. .. 99 $\frac{1}{2}$
..... Gen. mort. .. 96 $\frac{1}{2}$
..... reg. .. 95 $\frac{1}{2}$
Penn. State, 6s, 1st series .. 106 $\frac{1}{2}$
..... 6s, 2d series .. 106 $\frac{1}{2}$
..... 6s, 3d series .. 109
..... 6s, W. L. ..
Philadelphia City, 6s ..
..... new .. 100 100 100 $\frac{1}{2}$ 100 $\frac{1}{2}$ 100 $\frac{1}{2}$
Philad., Germ. & Nor. .. 86
Phila. & Reading .. 58 $\frac{1}{2}$ 58 $\frac{1}{2}$ 58 $\frac{1}{2}$ 58 $\frac{1}{2}$ 58 $\frac{1}{2}$
Philadelphia and Erie ..
..... 6s ..
..... 7s .. 92 $\frac{1}{2}$ 92 $\frac{1}{2}$ 92 $\frac{1}{2}$ 92 $\frac{1}{2}$
Schnyklkill Navigation ..
..... pref. .. 18 $\frac{1}{2}$
..... 6s, 1882 .. 81 81
..... 6s, 1878 .. 80 $\frac{1}{2}$ 81
..... 6s, 1872 .. 77 $\frac{1}{2}$
Susq. Canal ..
..... 6s, 1878 ..
Union Canal pref. ..
..... 6s, 1878 .. 11 $\frac{1}{2}$
Hentonville, (Horse) ..
..... 52 52 52
Chestnut & Wal. ..
2d and 3d streets .. 62 $\frac{1}{2}$
Spruce and Pine .. 31 $\frac{1}{2}$
13th and 15th sta. .. 24 $\frac{1}{2}$

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 13.

W.7. Th.8. F.9. Sat.10. M.12. Tu.13

Baltimore City 6s, 1875 ..
..... 1880 ..
..... 1890 .. 100 99 $\frac{1}{2}$ 99 $\frac{1}{2}$ 99 $\frac{1}{2}$ 98 $\frac{1}{2}$
..... 1884 ..
..... 1900 ..
Balt and Ohio .. 148
..... bonds, 1875 ..
..... 1880 ..
..... 1885, 97 96 $\frac{1}{2}$
Marietta & Cin. 1st M. .. 97 $\frac{1}{2}$ 97 $\frac{1}{2}$ 97 $\frac{1}{2}$
..... 2d M. .. 84 84 84 $\frac{1}{2}$ 84 $\frac{1}{2}$
Northern Central .. 41 $\frac{1}{2}$
..... bonds, 1885 ..
..... 1900 ..
N. W. Va. 1st mort. .. 99 $\frac{1}{2}$
..... 2d mort. ..
..... 3d mort. ..
City Passenger R. R.

Boston Stock Exchange.

Actual Sale Prices for the week ending June 14.

Th.8. F.9. Sat.10. M.12. Tu.13. W.14

Boston and Albany ..
..... 158 $\frac{1}{2}$ 158 159 .. 158 $\frac{1}{2}$
Boston and Lowell ..
..... 154 $\frac{1}{2}$.. 155 155 .. 155
Boston and Providence ..
..... 158 ..
Boston, Hartford & Erie ..
..... 7s, new .. 24 $\frac{1}{2}$ 25 $\frac{1}{2}$ 25 $\frac{1}{2}$ 25 $\frac{1}{2}$ 25 $\frac{1}{2}$
Cheshire, pref. ..
..... 88 87 $\frac{1}{2}$..
Concord ..
..... 74 $\frac{1}{2}$.. 77 ..
Connecticut River ..
Eastern ..
..... Fitchburg ..
..... 140 $\frac{1}{2}$..
Manchester & Lawr'ce ..
..... 145 ..
Michigan Central ..
..... 125 $\frac{1}{2}$ 125 $\frac{1}{2}$ 125 $\frac{1}{2}$ 125 $\frac{1}{2}$
Northern, N. H. ..
..... 112 112 ..
Ogdens, & Lake Champ ..
..... 92 92 .. 92 ..
..... pref. .. 107 ..
Old Colony & Newport 103 $\frac{1}{2}$..
..... 103 $\frac{1}{2}$ 103 $\frac{1}{2}$..
Ph. Wil. & Baltimore ..
..... 56 $\frac{1}{2}$..
Portl'd, Saco & Ports ..
Union Pacific ..
..... 31 $\frac{1}{2}$.. 32 $\frac{1}{2}$..
..... " 6s ..
..... Land Grant 7s 85 $\frac{1}{2}$.. 84 $\frac{1}{2}$..
..... Income 10s .. 82 ..
Vermont & Canada ..
..... 101 $\frac{1}{2}$.. 102 102 ..
Vermont & Mass. ..
..... 76 .. 75 $\frac{1}{2}$..
South Boston (Horse) ..
Cambridge ..
Metropolitan ..
Middlesex ..
Central Mining Co. ..
Copper Falls ..
..... 10 9 $\frac{1}{2}$..
Franklin ..
National ..
Pewabic ..
Quincy ..

London Stock Exchange.

—Closing Prices.—

June 2. May 26.

Atl. & Gt. West. N. Y. sec. 7 per ct
1st mort., 1880 .. 83 — 88 83 — 88
Do. do., 2d mort., 1881 .. 73 — 78 73 — 78
Do. Penn., 1st mort., 1877 .. 83 — 88 83 — 88
Do. do., 2d mort., 1882 .. 73 — 78 73 — 78
Do. Consol. 7 per cent. mort. 1890 .. 42 — 43 41 $\frac{1}{2}$ — 42 $\frac{1}{2}$
Detroit and Milwaukee 1st mort. 7s .. 69 — 71 68 — 70
Do. 2d mort. 8 p. c. .. 69 — 72 69 — 72
Erie shares 100 dol. all paid .. 80 — 85 73 — 78
Do. sterl. 6 p. c. convertible bonds 64 — 66 64 — 66
Illinoia Central, 6 per cent., 1875 ..
Do. Redemption mort. bonds 6 p. c. 100 — 102 100 — 102
Do. 100 dol. shares, all paid .. 109 — 110 109 — 110
Panama General mort. 7s, 1897 .. 80 — 85 73 — 78
Penn. R. R. bonds, 2d mort. 6 per ct. 98 — 100 98 — 100
Do. General mort. 6 p. c. 1910 .. 93 — 94 93 — 94
Do. \$50 shares .. 49 — 51 48 — 51
Philadelphia and Erie 1st mort. 1881 94 — 96 94 — 96
Do. with option to be paid in Phila. 94 — 96 94 — 96

American Railroad Journal.

Saturday, June 17, 1871.

Stock Exchange and Money Market.

The Money market has shown rather more animation, but, under very liberal offerings of capital on the part of lenders, rates have been without change of moment,—the range on call loans having been from 2@5 mainly 3@4 per cent., and on very choice to good mercantile credits, 4@7, chiefly 5@6 per cent. per annum. The Government houses have been very promptly supplied. The inquiry from the Stock Exchange firms has been on a moderate scale. There has been rather more demand from the Gold Exchange dealers. The mercantile call has been comparatively light. Some outflow of currency to the interior has been noted to aid in moving the wool clip to market, and other business operations; and this has had an unfavorable effect on the city bank reserves. The city banks, last week, reported a loss of \$1,073,727 of specie, and \$490,392 legal tender notes, with a gain of \$510,817 of deposits. They enlarged their loan and discount averages \$2,008,018 and reduced their circulation \$228,312. The city bank exchanges, last week, averaged \$119,958,738; and thus far, this week, 127 $\frac{1}{2}$ millions daily. The banks now hold \$14,967,907 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in

this city reported a loss of \$6,839 of specie and \$664,101 of currency, as the result of the week's business. The receipts of the office were \$3,145,618 in coin, and \$3,319,125 in currency; payments, \$3,152,457 in coin, and \$3,988,176 in currency. The office received \$2,678,000 in coin or its equivalent, from customs; and disbursed \$897,776 of coin interest.

The specie reserve of the city banks according to the latest return is \$12,716,158, against \$28,523,819 same time last year. The city bank deposits are now \$241,894,336 against \$220,699,290 week ending June 11, 1870. The legal tender reserve amounts to \$70,410,441 against \$60,159,170 same time last year. The circulation now stands at \$80,740,411, against \$83,142,188 same time last year. The loans are now \$276,419,576, against \$293,810,161 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 67 $\frac{1}{2}$ millions.

The U. S. Sub-Treasurer retired, last week, \$2,323,281 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$3,752,817 in currency, and \$57,998,256 in coin, against a balance a week previous of \$4,710,222 currency, and \$56,783,998 coin.

Government revenue returns for the week show a fair yield. The excises yielded last week about three millions. The customs at the port of New York, last week were \$2,571,281; and at the exports, equal to about \$850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been \$136,511,397.

Under the Treasury programme for June, Government will sell Gold during the month, through the Treasury office here, as follows: Thursday, June 22, \$1,000,000; Thursday, June 29, \$1,000,000. And buy in Five-Twenties, as follows Wednesday, June 21, \$1,000,000; Wednesday, June 28, \$1,000,000.

The Gold movement has been more active, and under speculative manipulations of the floating supply, the market has been quoted stronger, with more than the usual measure of excitement in the dealings, as between the conflicting elements in the Gold Exchange. The operators for a rise have manifested a bolder and more confident temper. The customs call has been up to a fair average. The export movement has been less extensive. The later operations indicated less vigor in the speculation. The range of the price, during the week, has been from 111 $\frac{1}{2}$ @118, and the closing quotation on Wednesday was 112 $\frac{1}{4}$ against 111 $\frac{1}{2}$ the preceding Wednesday. The outflow, last week, was \$1,520,568; on Tuesday of this week to \$124,371, and on Wednesday, to \$223,137. The Gold Exchange Bank clearances daily, through the week have been as follows: June 8, \$77,603,000; June 9, \$57,716,000; June 10, \$30,496,000; June 12, \$105,818,000; June 13, \$86,167,000; June 14, \$63,409,000.

The Treasury Department balances, on Monday, were \$89,580,000 of coin, including \$17,555,000 represented by outstanding certificates; and \$5,294,879 of currency.

The customs at this port on Wednesday were \$500,000.

The export drain was \$1,520,568 last week,

against \$834,424, same week preceding year. The shipments since July 1, 1870, have been \$77,212,241, against \$80,952,660 same time in 1869-'70.

The customs demand for Gold last week, averaged \$445,697 a day; thus far, this week, it has averaged \$359,000 a day, or equal to a weekly aggregate of \$2,354,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$5,914 and since Jan. 1, 1871, \$3,049,749 against \$6,988,507 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$140,453,844, against \$128,463,794 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$84,912,515 against \$85,671,417 same time in 1869-'70.

Foreign Exchange has been in less request and quoted weaker in price, closing on Wednesday, with Bankers' sixty day bills on London at 109 $\frac{3}{4}$ @ 110; sight bills on London, 110 $\frac{1}{4}$ @ 110 $\frac{1}{4}$.

The produce exports from this port, week ending with June 13, were to the currency value of \$8,998,129.

Government securities have been in more general request at stronger prices, on very limited offerings of all issues.

On Wednesday, Government bought in a million of Five-Twenties at 111 12@111 46, ex-interest. The amount of bonds offered was \$3,571,250.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117 $\frac{1}{4}$ @ 117 $\frac{1}{4}$; U. S. Five-Twenties of 1862, 112@112 $\frac{1}{4}$; U. S. Five-Twenties of 1864 at 112@112 $\frac{1}{4}$; U. S. Five-Twenties of 1865, 112@112 $\frac{1}{4}$; U. S. Five-twenties of 1865 consolidated, 114 $\frac{1}{4}$ @ 114 $\frac{1}{4}$; U. S. Five Twenties of 1867, 114 $\frac{1}{4}$ @ 114 $\frac{1}{4}$; U. S. Five-twenties of 1868, 114 $\frac{3}{4}$ @ 114 $\frac{1}{4}$; U. S. Ten-forties at 109 $\frac{3}{4}$ @ 110 $\frac{1}{4}$; U. S. Six per cent. currency bonds, 115 $\frac{1}{2}$ @ 115 $\frac{1}{2}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 31.	June 7.	June 14.
Consols	93 $\frac{1}{2}$	91 $\frac{1}{2}$	92
U. S. 5-20's of 1862	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$
U. S. 5-20s, 1865	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$
" 1867	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
" 10-40s	89	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Erie.	25 $\frac{1}{4}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$

State bonds have been in fair demand at fairly supported prices.

Railway bonds have been in good request and quoted firm in price. Central Pacific Sixes closed at 102@102 $\frac{1}{4}$. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling quite freely at 92 per cent. and accrued interest. Union Pacific Sixes closed at 92@92 $\frac{1}{4}$.

Business in Railway and miscellaneous share property has been less active and prices have been unsettled, though closing.

The semi-annual dividend of three and one-half per cent. guaranteed by the Delaware and Hudson Canal Company on the stock of the Albany and Susquehanna Railroad Company, due on the first day of July next, will be paid on and after that date at the National Bank of Commerce in this city.

General business has been moderately active, with, however, much irregularity in prices of the leading articles of domestic produce. Breadstuffs

and Provisions closed less firmly. Middling upland cotton closed on Wednesday at 20 $\frac{1}{4}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,820,777 bales, against 2,247,700 bales same time last year; exports 2,997,700 bales, against 2,010,023 bales same time last year; stock at the ports at latest dates, 254,360 bales, against 244,595 bales same date 1870.

At a meeting of the stockholders of the Southern Trans-Continental Railroad Company held in this city on the 13th inst., a committee consisting of Edwards Pierrepont, E. B. Hart and W. R. Travers, was appointed to confer with the Texas Pacific Railroad Company, with power to negotiate for the sale of their property.

At the Live Stock Markets, Beeves have been in more demand at from 10@14 cts.; Veal Calves, at 4 $\frac{1}{2}$ @9 $\frac{1}{2}$ cts.; Sheep at 5@8 cts.; Lambs at 8@13 cts.; Swine, 5@5 $\frac{1}{2}$ cts. per lb., all live weight. The week's receipts were 6,790 Beeves, 3,873 Veal Calves, 24,990 Sheep and Lambs; and 26,002 Swine.

Foreign goods have been less freely dealt in at about previous prices, in most instances. The week's imports of foreign goods reached \$7,410,146 including \$1,618,833 of dry goods.

Ocean freights have been moderately active but quoted lower and somewhat irregular. At the close, the market was generally weak.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. R. R., 95; do., 2d mort., 95; Long Dock bonds, 89; Cedar Falls and Minnesota 1st mort., 88; Pacific R. R. 7s, guar. by Mo., 100; Gt. Western 1st mort., 1888, 93 $\frac{3}{4}$; Toledo, Peoria and Warsaw, E. D., 89 $\frac{1}{2}$; Cleveland, and Pittsburg consol., 93; Ohio and Miss. consol. bonds, 96 $\frac{1}{2}$; 2d mort., 86; North Missouri 2d mort., 63 $\frac{1}{2}$; Toledo, Wabash and Western consol., 97 $\frac{1}{2}$; Quincy and Toledo 1st mort., 85 $\frac{1}{2}$; Joliet and Chicago 1st mort., 110; Illinois Central 7s, 1875, 106 $\frac{1}{2}$; South Carolina 6s, new, Jan. and July, 63; do. April and Oct., 61 $\frac{1}{4}$; North Carolina 6s, special tax, 20 $\frac{1}{2}$; Georgia 7s, gold, 94; Louisiana 8s, Levee bonds, 85; Brooklyn 6s, Water Loan, 95; Atlantic and Pacific pref., 86 $\frac{1}{2}$; St. Louis and Iron Mt. R. R., 61; N. Y. and N. H. R. R. scrip, 150; New Jersey R. R., 129; Brunswick City Land, 9; Western Union Telegraph, 59 $\frac{1}{4}$; do. 7s, 95; Cumberland Coal and Iron, 49; Spring Mt. Coal, 81; Consol. Coal of Md., 58; Maryland Coal Co., 39 $\frac{3}{4}$; American Coal, 67; Adams Exp. Co., 80 $\frac{1}{2}$; Wells-Fargo Exp., 48; Am. Mer. Union Exp., 54 $\frac{1}{2}$; U. S. Exp., 56 $\frac{1}{4}$; Quicksilver Mining pref., 19 $\frac{3}{4}$.

Philadelphia.—Harrisburg and Lancaster 6s, 95; Phila. and Reading debent. bonds, 83 $\frac{1}{2}$; Pennsylvania and New York Canal 7s, 96 $\frac{1}{4}$; Wilmington and Reading 7s, 101 $\frac{1}{4}$; Pennsylvania Canal bonds, 80 $\frac{1}{4}$; Huntingdon and Broad Top Mt. 1st mort., 99 $\frac{1}{2}$; do., consol. bonds, 45; do., scrip, 50; West Jersey R. R. 6s, 94; Morris Canal scrip, 76; Schuylkill Nav. Imp. Loan, 84; do. 6s, 1895, 80; East Penna. R. R., 41; St. Nicholas Coal, 3; Pittsburgh 5s, 75; Allegheny County 5s, 79 $\frac{1}{4}$. The latest quotations are: City 6s, 99 $\frac{1}{2}$ @ 100; do. free of tax, 100@100 $\frac{1}{4}$; State 5s, coupon, 100@101; do. 6s, W. L., 102@—; do. 1st series, 102 $\frac{1}{2}$ @ 103; do. 2d series, 108@108; do. 3d gold, 98 $\frac{1}{2}$ @ 94 $\frac{1}{4}$; N. W. Va. 1st mort., 99@100 series, 109@109 $\frac{1}{2}$; Reading, 58 $\frac{1}{2}$ @ 58 $\frac{1}{2}$; do. 7s, 1893, 108@104; do. mort. 6s, 1880, 96@97; Camden and Amboy, 128 $\frac{1}{2}$ @ 128 $\frac{1}{2}$; do. mort. 6s, 1889, 95 $\frac{1}{2}$ @ 96; do. 1888, 92 $\frac{1}{2}$ @ 93 $\frac{1}{2}$; do. 1st mort., 103@103 $\frac{1}{2}$; do. 2d mort., 99@100; do. General mort. coupon, 96@96 $\frac{1}{2}$; do. reg., 95@95 $\frac{1}{4}$; Little Schuylkill R. R., 46 $\frac{1}{2}$ @ 46 $\frac{1}{2}$; Morris Canal, 51@53; do. pref., 125@125 $\frac{1}{2}$; do. 6s, 90@—; Susquehanna Canal, 10@11; do. 6s, 61@64; Schuylkill Nav., 9@9 $\frac{1}{4}$; do. pref., 183 $\frac{1}{2}$ @ 18 $\frac{1}{2}$; do. 6s, 1882, 81 $\frac{1}{2}$ @ 82; Elmira and Williamsport pref., 43 $\frac{1}{2}$ @ 45 $\frac{1}{2}$; do. 7s, 1878, 94@95; do. 5s, 61 $\frac{1}{2}$ @—; Lehigh Coal and Navigation, 38 $\frac{1}{2}$ @ 38 $\frac{1}{2}$; do. 6s, 1884, 88 $\frac{1}{2}$ @ 89 $\frac{1}{2}$; do. R. R. Loan, 92@93; do. Gold Loan, 93 $\frac{1}{2}$ @ 93 $\frac{1}{2}$; North Pennsylvania, 48@48 $\frac{1}{2}$; do. 6s, 101@102; do. 7s, 99@99 $\frac{1}{2}$; do. Chatte 10s, 112@114; Philadelphia and Erie, 28 $\frac{1}{2}$ @ 28 $\frac{1}{2}$; do. 6s, 92 $\frac{1}{2}$ @—; Minehill, 53 $\frac{1}{2}$ @ 54; Catawissa, 22@22 $\frac{1}{2}$; do. pref., 48 $\frac{1}{2}$ @ 49; Lehigh Valley, 62 $\frac{1}{2}$ @ 62 $\frac{1}{2}$; do. 6s, 97@99; Fifth and Sixth streets, (horse), 42@42 $\frac{1}{2}$; Second and Third, 63 $\frac{1}{2}$ @ 64 $\frac{1}{2}$; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 31@32; Green and Coates, 43@46; Chestnut and Walnut, 51@52; Hestonville, 21 $\frac{1}{2}$ @ 22; Union, 62@70; Germantown, 33@34.

Boston.—Androscoggin and Kennebec 6s, 1891, 90 $\frac{1}{2}$; Detroit, Hillsdale and Indiana 8s, 1890, 89 $\frac{1}{2}$; Burlington and Missouri 8s, in Nebraska, 97 $\frac{1}{2}$; Leavenworth, Lawrence and Galveston 10s, 100; Cincinnati, Sandusky and Cleveland R. R., 23 $\frac{1}{2}$; do. 7s, 1890, 83 $\frac{1}{2}$; Grand River Valley 1st mort. 8s, 1886, 105 $\frac{1}{2}$; Vermont Central 1st mort., 88; Vt. Central and Vt. and Canada 8s, 1889, 102 $\frac{1}{2}$; Stanstead, Sheftord and Chamby 7s, 84; Eastern 6s, 1874, 99 $\frac{1}{2}$; Cedar Rapids and Missouri 7s, 1891, 91; Phila. and Reading 7s, new, 100; Concord and Portsmouth R. R., 121 $\frac{1}{4}$; Boston and Lowell, old, 1883 $\frac{1}{2}$; Portsmouth, Gt. Falls and Conway R. R., 115 $\frac{1}{2}$; Rutland R. R., 39; do. pref., 85; do. 8s, 1880, 100 $\frac{1}{4}$; Conn. and Pass. Rivers R. R., 93; Indianapolis and Cincinnati R. R., 6 $\frac{1}{2}$; Worcester and Nashua R. R., 142; Norwich and Worcester, 116; Summit Branch, 49; Eastern (N. H.) R. R., 118; Boston Water Power Co., 48; Waverly Land, 3 $\frac{1}{2}$; Cary Imp., 17 $\frac{1}{2}$; Missouri 6s, 1874, 94 $\frac{1}{2}$; Maine 6s, 1889, 100 $\frac{1}{2}$; New Hampshire 6s, 1875, 100 $\frac{1}{2}$; Connecticut 6s, 1881, 100; Chicago 6s, 1875, 98 $\frac{1}{4}$; do. 7s, 1881@1884, 101; Cincinnati 6s, 1880, 97; St. Louis 6s, 1887, 91 $\frac{1}{2}$; St. Louis County 6s, 1880, 93 $\frac{1}{2}$; Boston 6s, currency, 1876, 101 $\frac{1}{2}$; Bath 6s, 1898, 90 $\frac{1}{2}$; Allouez Mining Co., 4 $\frac{1}{2}$; Astor, 50c.; Humboldt, 1; Petherick, 2; Pontiac, 50c.; Star, 35c.

Baltimore.—Maryland Defense Loan, 106 $\frac{1}{2}$; Virginia 6s, old, reg., 54 $\frac{1}{2}$; do. 1866, 72 $\frac{1}{2}$; Western Maryland bonds, guar. by Washington Co., 89 $\frac{1}{2}$; do. 3d mort. guar., 93; Northern Central 6s, 1900, gold, 94; Pittsburg and Connellsville bonds 96; Orange, Alex. and Manassas bonds, 82; Orange and Alexandria 3d mort. 8s, 84 $\frac{1}{2}$; do. 4th mort. 8s, 78 $\frac{1}{2}$; Memphis City 6s, 57 $\frac{1}{2}$; George's Creek Coal, 70; Bare Hill Mining, 0.03. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95 $\frac{1}{2}$ @ 96; Baltimore and Ohio, 145@148; do. 6s, 1875, 98@98 $\frac{1}{2}$; do. 1880, 98 $\frac{1}{2}$ @—; do. 1885, 96 $\frac{1}{2}$ @ 97; Northern Central, 41 $\frac{1}{2}$ @ 41 $\frac{1}{2}$; do. 6s, 1885, 94 $\frac{1}{2}$ @ 96; do. 1900, 90@90 $\frac{1}{2}$; do. 6s, 1900 102 $\frac{1}{2}$ @ 103; do. 2d series, 108@108; do. 3d gold, 98 $\frac{1}{2}$ @ 94 $\frac{1}{4}$; N. W. Va. 1st mort., 99@100

do. 2d mort., 98½@98¾; do. 3d mort., 1885, 97¼@97½; Marietta and Cincinnati 7s, 1892, 97½@98; do. 2d mort., 84½@84¾; Central Ohio, 28@33; do. 1st mort., 85½@88; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 93@95; do. 2d mort. guar., 93@94; do. 2d mort. pref., 59@60; do. 6s, guar. by Washington Co., 89@91; do. 6s, 3d mort. guar., 93@93½; Richmond and Danville bonds, 76½@77; Orange and Alexandria 1st mort. 6s, 86@86½; do. 2d mort. 6s, 79@85; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 78½@79; Orange, Alex. and Manassas 7s, 81½@82; Virginia and Tennessee 8s, 86@88; do. 6s 1st mort., 88@92½; do. 6s, 2d mort., 75@77; Baltimore 6s, 1875, 99@99½; do. 1884, 98@100; do. 1890, 98½@98¾; do. 1893, 98@—; do. 1900, 99½@100; do. 5s, 1888-70, 80@81; Memphis City 6s, 57½@57¾; Maryland Defense Loan, 1888, 106½@107; City Passenger R. R., 24@24½; George's Creek Coal, 70@73; Baltimore Copper, 0.50@0.90; Santa Clara, 1@3.00; Atlantic Coal, 1@2.25.

GREAT NATIONAL LOAN.

—o—

\$134,000,000 NEW 5 PER CENTS.

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of \$66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining \$134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as Five-Twenties, or for Gold Coin at the par value of the New Loan, and accrued Interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, \$300,000,000, embraced in the Act will be offered in connection with \$300,000,000 Four and one half per Cents, and any part of \$700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first \$154,000,000 per year in 1870-71, (estimating for

the day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, , 18....
Entered Recorded

..... Register of the Treasury.

Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the purpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about \$10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. The Loan creates no additional supply of Government Stocks, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of \$2,755,000,000, and an annual taxation of \$311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From \$2,755,000,000 the Principal of the Debt has been reduced to \$2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of \$151,832,000 per annum, the Interest charge has been reduced to \$112,780,000 per annum;

while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from \$311,000,000 in 1865-66 to about the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871-72 a further reduction of \$28,000,000 will come in under the Act of July, 1870, so as to give only \$126,000,000 for the year, or about two-fifths the maximum of 1865-66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government—which in two years, from March 4, 1869, to March 4, 1871, amounted to \$126,700,949, or an average saving per year of \$63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold-bearing debt since May 1, by the sum of \$8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of \$8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, \$1,894,128,750, as against \$2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks	\$2,150,784,112	\$2,107,846,150	\$1,894,128,750
Circulation	605,211,163	883,645,854	366,333,003

Total.... \$2,755,995,275 \$2,491,399,904 \$2,260,461,753

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date,	Coupon.	Registered.	Total.
5-20s, 1862.....	\$382,958,500	\$103,973,500	\$486,932,000
5-20s, 1864.....	44,752,650	55,924,100	100,676,750
5-20s, 1865.....	123,661,150	53,652,100	177,212,250
5-20s, 1865 (n.)	179,269,600	70,351,450	250,220,950
5-20s, 1867.....	241,686,550	91,325,100	333,011,650
5-20s, 1868.....	28,009,350	11,603,000	39,612,350
Total.....	\$1,000,436,700	\$387,229,250	\$1,387,665,950
Sixes, 1881.....	93,260,400	190,417,700	283,678,100
Fives, 10-40s.....	57,279,650	138,287,650	194,567,300
Fives, 18½.....	13,965,000	6,045,000	20,000,000
New fives, '81.....	5,117,000	3,100,400	8,217,400
Total.....	\$1,170,048,750	\$724,080,000	\$1,894,128,750
Total March 4, 1869.....			2,107,846,150

Reduction of Funded Debt..... \$214,717,400
Yearly Gold Interest charge, 1869..... \$124,255,350
Present yearly charge..... 111,419,993

Reduction in Interest Charge..... \$12,835,357

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of \$500,000,000 United States six per cents for new five per cents of 1861.....	\$5,000,000
By exchange of \$300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of \$700,000,000 United States six per cents for four per cents of 1901.....	14,000,000
Total saving per annum by refunding.	\$23,500,000

C. C. NORVELL,
In charge of United States Loan Advertising.
TREASURY OFFICE, {
NEW YORK, June 3, 1871. }

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

1870. 1871.

Manufactures of wool....	\$1,162,012	\$1,369,208
" cotton....	1,095,979	1,505,113
" silk....	2,030,264	2,537,300
" flax....	811,672	965,942
Miscellaneous dry goods..	720,013	881,679

Total entered for consump. \$5,819,940 \$7,259,242

WITHDRAWN FROM WAREHOUSE.

1870. 1871.

Manufactures of wool....	\$857,462	\$668,878
" cotton....	576,094	315,129
" silk....	386,247	480,516
" flax....	440,694	300,547
Miscellaneous dry goods..	188,542	129,758

Total withdrawn from warehouse \$2,444,039 \$1,894,828
Add entered for consump. 5,819,940 7,259,242

Tot. thrown on the market. \$8,263,979 \$9,154,070

ENTERED FOR WAREHOUSING.

1870. 1871.

Manufactures of wool....	\$497,695	\$882,491
" cotton....	232,550	482,799
" silk....	265,948	518,531
" flax....	301,916	326,548
Miscellaneous dry goods..	103,849	182,617

Total entered for wareh'g. \$1,401,458 \$2,402,986
Total entered for consump. 5,819,940 7,259,242

Total entered at the port. \$7,221,398 \$9,662,228
The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

1870. 1871.

Manufactures of wool ..	\$7,576,400	\$11,674,889
" cotton....	7,751,375	10,773,538
" silk....	9,665,899	14,156,756
" flax....	4,458,565	5,702,650
Miscellaneous dry goods	4,231,789	4,912,628

Total imports \$33,784,028 \$47,220,461
WITHDRAWN FROM WAREHOUSE.

1870. 1871.

Manufactures of wool ...	\$4,967,143	\$5,066,353
" cotton....	3,835,465	2,771,711
" silk....	2,546,192	3,098,264
" flax....	2,995,924	2,783,860
Miscellaneous dry goods.	794,832	800,000

Total withdrawn from warehouse \$14,639,556 \$14,520,128
Add entered for consump. 33,784,028 47,220,461

Total thrown on the market \$48,423,584 \$61,740,589
ENTERED FOR WAREHOUSING.

1870. 1871.

Manufactures of wool....	\$4,484,134	\$5,383,457
" cotton....	3,090,419	3,067,643
" silk....	2,187,483	3,196,290
" flax....	2,248,689	2,008,016
Miscellaneous dry goods..	818,892	968,739

Total entered warehouse. \$12,829,117 \$14,624,145
Add entered for consump. 33,784,028 47,220,461

Total entered at the port. \$46,613,145 \$61,844,606

The imports of foreign dry goods at New York for eleven months from July 1, were:

1862 .....	.....	\$34,620,618
1863 .....	.....	59,061,614
1864 .....	.....	78,433,263
1865 .....	.....	44,411,471
1866 .....	.....	130,280,590
1867 .....	.....	99,161,965
1868 .....	.....	73,072,553
1869 .....	.....	88,131,658
1870 .....	.....	91,855,730
1871 .....	.....	120,171,488

Stocks and Bonds of the City and County of New York, May 1, 1871.

The following is given as an official statement of the public debt of the city and county of New York, as it stood upon the first day of May, 1871:

CITY FUNDED DEBT.

Five per cent. Water stock, due in 1875

\$284,700

Five and Six per cent. Croton Water stock, due in 1890

1,000,000

Five and Six per cent. Croton Water stock, due in 1879

267,000

Six per cent. New Aqueduct stock due in 1884

250,000

Six per cent. Additional New Croton Aqueduct stock, due in 1900

246,000

Six per cent. Croton Reservoir bonds, due in 1907-1911

900,000

Six per cent. Croton Aqueduct bonds, due in 1907-1911

490,000

Seven per cent. Croton Water Pipe bonds, due in 1880

1,878,900

Six per cent. Water stock, due in 1875

273,064

Five per cent. Water stock, due in 1870

2,147,000

Five per cent. Water stock, due in 1880

1,900,000

Six per cent. Croton Water stock, due in 1883

300,000

Five per cent. New York City stock for Docks and Slips, due in 1871-1876

296,000

Six and seven per cent. Market stock, due in 1894-1897

451,200

Six per cent. City Improvement stock, due in 1889

3,340,000

Seven per cent. City Improvement stock, due in 1889

115,000

Five per cent. Building Loan stock, No. 4, due in 1873

154,000

Five per cent. Public Education stock, due in 1873

75,000

Seven per cent. Cemetery stock, due in 1888

393,300

Five per cent. Central Park Fund stock, due in 1898

275,000

Six per cent. Central Park Fund stock (Arsenal), due in 1898

300,000

Seven per cent. Lunatic Asylum stock, due in 1889

400,000

Six per cent. Lunatic Asylum stock, due in 1889

3,066,071

Six per cent. Central Park Fund stock, due in 1887

2,083,200

Six per cent. Central Park Imp. Fund stock, due in 1887

2,500,000

Six per cent. Central Park Imp. Fund stock, due in 1876

1,766,600

Six per cent. Central Park Imp. Fund stock, due in 1895

1,000,000

Five and six per cent. Central Park Additional Fund stock, due in 1874

2,748,000

Six per cent. Floating Debt Fund stock, due 1878

1,133,437

Six per cent. Real Estate Bonds, due in 1873

1,000,000

Five per cent. Vol. Sol. Family Aid Fund bonds, due in 1871 and 1872

606,939

Five per cent. Vol. Sol. Family Aid Fund bonds, due in 1873-1875

266,500

Seven per cent. Vol. Sol. Family Aid Fund bonds, due in 1876

2,767,000

Six per cent. Street Improvement bonds, due in 1888

3,000,000

Seven per cent. Street Opening and Improvement bonds, due in 1879-1882

1,000,000

Seven per cent. Accumulated Debt bonds, due in 1884-1888

6,500,000

Seven per cent. Tax Relief bonds, due in 1879

2,767,000

Seven per cent. Tax Relief bonds, No. 2, coupons, due in 1890

50,000

Seven per cent. Stock bonds, due in 1901

400,000

Six per cent. Fire Telegraph bonds, due in 1884

471,952

Six per cent. Fire Department stock (1), due in 1899

50,000

Six per cent. Fire Department stock (2), due in 1899

120,171,488

Six per cent. New York Bridge bonds,

due in 1905

450,000

Seven per cent. Ninth District Court House bonds, due in 1890

300,000

Seven per cent. Croton Water Main stock, due in 1900

250,000

Amount

\$49,551,864

CITY TEMPORARY DEBT.*

Seven per cent. Street Improvement bonds, due in 1873

3,200,000

Seven per cent. Street Improvement bonds, due in 1874-1876

3,101,500

Seven per cent. Assessment Fund bonds, due in 1874

1,100,000

Seven per cent. Assessment Fund bonds, due in 1872

1,200,000

Seven per cent. Department of Parks Imp. bonds, due in 1874 and 1875

1,462,200

Amount

\$10,915,500

* Payable from assessments for opening, sewer

ing and improvement of streets.

COUNTY FUNDED DEBT.

Six per cent. County Court House stock, due in 1875-1892

\$1,800,000

Six per cent. County Court House stock, No. 2, due in 1877-1881

800,000

Seven per cent. County Court House stock, No. 3, due in 1884-1888

600,000

Seven per cent. Assessment Fund stock, due in 1871

768,000

Six per cent. Assessment Fund stock, due in 1887

1,106,700

Six per cent. Soldiers' Bounty Fund bonds, due in 1883-1890

4,000,000

Six per cent. Soldiers' Bounty Redemp-tion bonds, due in 1873-1876

2,000,000

Seven per cent. Soldier Bounty bonds, No. 3, due in 1895 and 1897

745,800

Six per cent. Riot Damages Redemp-tion bonds, due in 1877 and 1879

1,000,000

Six per cent. Soldiers' Subsistence and Relief Redemption bonds, due in 1880 and 1881

JOURNAL OF RAILROAD LAW.**RAILROAD COMPANIES—TRESPASS OF CATTLE—WHAT CONSTITUTES NEGLIGENCE.**

The facts in the recent case of *Arnold vs. The Illinois Central Railroad Company* (47 Ills., 173,) are fully and clearly stated in the following opinion by

LAWRENCE, J.—The cow of the appellee, Arnold, was killed by a train of the appellant, where the road passes through the farm of one Thomas Snell. The cow had come upon his farm from the public highway, through an insufficient fence, and passed from thence on to the railway track through an open space designed as a farm crossing, where the company had erected bars about a year before the accident. The bars, however, had been down and wholly neglected for three months. On these agreed facts the court gave judgment for the plaintiff below.

If the bars had been taken down by the owner or occupant of the farm, and he had neglected to replace them, it might be urged with great propriety, that his own acts would prevent a recovery in a suit brought by him. But in this it is immaterial whether the bars were taken down by the company or the occupant of the adjacent land. The company was guilty of negligence, under the statute in allowing them to remain down for three months. The statute required the company to "erect and maintain" a sufficient fence, and of this fence the bars were a part. *Great Western Railway Company vs. Hehn*, 27 Ill., 199.

It is urged, however, that the cow of appellee was a trespasser on the farm of Snell. But under the Laws of this State, as long since settled by this court, cattle may go at large, and if they enter upon private property they are not trespassers unless such property is surrounded by a statutory fence. The fence in this case, between the farm of Snell and the highway, was admitted to be insufficient, and, in determining the rights of the appellee, they must be passed upon as if no fence whatever had been there. If there had been no fence on the highway it would hardly be contended that the company was not liable for allowing this opening in the railway fence to remain three months, and its track subject to be entered upon by all the animals remaining at large in the neighborhood, and a fence less than that required by law around the farm of Snell did not change the aspect of the case.

The judgment of the circuit court was in accordance with the former decisions of this court, and must be affirmed.

Judgment affirmed.

L It is announced that arrangements for the survey of the Canadian Pacific Railroad have been completed. The points to be explored are between Lake Nipissing and Lake Winnipeg, on the eastern end, and on the Pacific end through the mountain ranges. The plans intermediate present no difficulties, and will not be surveyed. The work will be divided among eighteen or twenty parties, each taking a section of seventy or eighty miles. Something of the character of the route will, it is expected, be known in time to be reported at the next session of Parliament.

L J. S. Thompson has been elected President and D. B. Gill Secretary and Treasurer of the Camden and Swedesboro railroad company.

BANKING AND FINANCIAL.

L THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly \$10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226½ miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over \$8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of \$12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of \$1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser more than seventy-seven per cent. greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every

six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of \$2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents. **W. B. SHATTUCK**, Banker and Financial Agent, New Orleans, Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

Railroad Passenger Tax.

The Court of Errors and Appeals for the State of Delaware has unanimously declared unconstitutional the tax of ten cents per head attempted to be levied by the Legislature of that State upon every passenger travelling by steam routes. The suit was brought by the State against the Philadelphia, Wilmington and Baltimore Railroad Company for \$75,000. The law is declared invalid only so far as it applies to passengers traveling into, out of, or wholly through the State—that is, so far as it attempts to impose a tax upon inter-State travel.

L The directors of the Hudson Suspension Bridge and New England Railway Company are: Benjamin E. Smith, Hiram Barney, D. C. Littlejohn, E. W. Serrell, Chas. J. Pusey, Andrew Carnegie, Clark R. Briggs, A. S. Diven, Job H. Jackson, A. W. Humphreys, L. T. Guthrie, E. R. Wisewell and Charles Dawson. The officers are: Charles J. Pusey, President; Clark R. Briggs, Vice President; Charles Dawson, Treasurer; Gen. E. W. Serrell, Chief Engineer.

L The contract for building the bridge over the Missouri river at St. Joseph, Mo., has been awarded to the Detroit Bridge and Iron Works Company for \$710,000, to be completed November 1, 1872.

L The Directors of the Portland, Saco and Portsmouth Railroad Co. have elected the following officers: President, Thornton K. Lothrop of Boston; Clerk, Charles E. Barrett of Portland; Treasurer, Eliphilet Nott of Saco.

L Mr. Alexander Taylor, who has the contract for grading the Chicago, Danville and Vincennes railroad, expects to reach Rossville, 20 miles north of Danville, by the 4th of July:

L The Supreme Court of Kansas, in session at Topeka, has sustained the validity of the bonds issued by counties in aid of railroads, holding their issue to be constitutional.

Tobacco Production of the United States.

Upon the 21st of June St. Louis tobacco dealers will hold the only Tobacco Fair to be convened in this country for the current year. Upon that occasion premiums expressive of the various grades of excellence of the tobacco shown are to be liberally awarded. Believing that a compact exhibit of all the attainable facts concerning the tobacco crop in this country will prove useful and timely, inducing, perhaps, a more liberal use of fertilizers, a more thorough and generous tillage, greater care in handling and curing and in experimental efforts for the improvement of the tobacco plant, common to Western fields, we begin with the following general statement of the total crop of 1870, by States:

States,	Total lbs. produced.	States.	Total lbs. produced.
Mass.	5,200,000	Arkansas...	2,250,000
Connecticut	6,500,000	Tennessee	35,000,000
New York...	8,500,000	W. Virginia	2,250,000
New Jersey..	100,000	Kentucky	40,000,000
Maryland....	14,500,000	Missouri	18,500,000
Virginia	65,000,000	Illinois.....	14,500,000
N. Carolina	33,500,000	Indiana	7,000,000
Florida.....	500,000	Ohio.....	16,000,000
Georgia	1,000,000	Michigan...	3,500,000

The total number of pounds raised amount to 273,775,000, and the value is estimated at \$32,206,325. Virginia very largely leads every other State in tobacco production. Kentucky stands next in order. Tennessee and North Carolina both lead Missouri, and she in turn leads Illinois and every other Western State, though Ohio trenches very close upon her showing. The average yield per acre in the several States was as follows:

States.	Pounds per acre.	States.	Pounds per acre.
Massachusetts....	1,200	Arkansas.....	750
Connecticut.....	1,450	Tennessee	548
New York.....	800	West Virginia.....	707
New Jersey	1,300	Kentucky	667
Maryland	500	Missouri	992
Virginia	418	Illinois.....	633
North Carolina	508	Indiana	731
Florida	500	Ohio.....	700
Georgia	375	Michigan.....	1,000

The immense yields of Connecticut, Massachusetts, and New Jersey per acre are induced, of course, by high culture and a liberal use of fertilizers. But this care and outlay pay, for not only is a much greater crop produced than by the careless culture and from the lean soils of the West, but the quality is so greatly improved that the tobacco marketed from those States brings a higher price per pound than does that raised in the West. That this may appear more clearly to our Western tobacco-growers, we will put the fact in tabular form, as follows:

States.	Pounds per acre.	Price per lb.	Cash ret'n per acre.
Massachusetts	1,200	26	\$812 00
Connecticut	1,450	27	891 50
New York.....	800	14	112 00
New Jersey	1,300	27	351 00
Maryland	500	13	65 00
Virginia	418	10	41 80
North Carolina	508	13	66 04
Florida	600	29	145 00
Georgia	375	19	71 25
Arkansas.....	750	13	97 50
Tennessee	548	13	71 24
West Virginia.....	707	13	91 91
Kentucky.....	667	9	60 03
Missouri	992	10	99 20
Illinois	663	8	53 04
Indiana	731	9	65 79
Ohio.....	700	6	42 00
Michigan	1,000	20	200 00

Can our Missouri grower of tobacco satisfy himself why it is that while the Connecticut Yankee is able to draw 1,450 lbs. tobacco, worth 27c. per lb., from the stony, unkind soil of his Granite State, he (the Missouri grower) can only get 992 lbs., worth 10c. per lb.? The Connecticut

planter gets \$391 50 per acre for his crop, the Missouri planter but \$99 20 or \$292 80 less per acre. Really this is too fearful a difference, and we ask the attention of our tobacco-dealers to the matter. Let the whole question be taken under thorough advisement, and it is more than likely that some Western organization for the improvement of tobacco will be formed, and vast good result to the tobacco interest of the West.—*St. Louis Democrat.*

The Kentucky and Great Eastern Railroad Company was organized at Cincinnati on the 1st inst., by the election of the following board of directors: W. S. Cutler, J. C. Fremont, of New York, James T. Brady, of Pennsylvania, N. P. Banks, of Massachusetts, S. W. Morton, of Kentucky, A. J. Hodder, of Ohio, and John M. Duke, of Kentucky. At a subsequent meeting of the board, S. W. Morton was elected President, James T. Brady, Treasurer, and T. Wrightson, of Kentucky, Secretary.

The earnings of the Chicago, Rock Island and Pacific Railroad for the year ending March 31, 1871, were \$6,028,187 29; and the expenses, including taxes, etc., \$8,405,459 06—making the net receipts \$2,622,828 23. The surplus earnings, after paying rent, interest and dividends, were \$650,610 48. The operating expenses proper were 53 39 100 per cent. of the gross earnings, and 56 1/2 per cent. including taxes and legal expenses.

A letter from Coalsmouth, Kanawha county, West Virginia, states that workmen commenced laying the track of the western end of the Chesapeake and Ohio railroad on the 1st instant, and it is expected the road will be equipped and in operation to the falls of the Kanawha in time to take visitors home from the springs, i. e., in the latter part of August or the first of September.

The Maine Central Railroad Company have just received 1,200 tons of railroad iron to be laid at once on the Danville Junction extension. The road bed is already nearly graded. Some five miles of track are already laid and the whole extension will be ready by August for business.

The following gentlemen have been elected directors of the Winona and St. Peters railroad company: John F. Tracy, John W. Burk, A. G. Dulman, David Dows, A. P. Baylis, M. L. Sykes, Jr., of New York; H. H. Porter, W. H. Terry and J. H. Howe, of Chicago.

The semi-annual interest of the Virginia and Tennessee Railroad Company, due July 1st, 1871, will be paid at the office of the Atlantic, Mississippi and Ohio Railroad Company, Lynchburg, Va., on and after the 20th instant.

The officers of the South Side (L. I.) Railroad Company, recently elected, are as follows: Charles Fox, President; Wm. Floyd Jones, Vice-President; O. M. Denlon, Treasurer, and W. H. De Bevoise, Secretary.

The Central Ohio Railroad Company has declared a dividend of 3 per cent. on the preferred and 2 1/2 per cent. on the common stock for the last six months, payable on and after 22d inst.

The Portland and Ogdensburg railroad was formally opened to Fryeburg, Me., 50 miles from Portland, on the 6th of June, and by the 4th of July it will be running to North Conway.

A semi-annual dividend of three and a half per cent. has been declared on the stock of the Newark and New York railroad.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,
Treasurer, &c.
Chief Offices, Hamilton, Ontario, May 27, 1871.

Notice to Contractors.

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

T. H. HAVILAND,
Colonial Secretary.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.

120 BROADWAY, NEW YORK,

June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to him or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

A. H. BARNEY, Treasurer.

THE WHARTON Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

W. G. CHITTICK,

35 WALL ST., NEW YORK,

Buys & Sells, on Commission,

Commercial Paper,
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Government Securities, &c.
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A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

Orders for Stocks and Gold carefully executed at the Regular Boards.

Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

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Edward Rowe,	J. Carothers,
T. M. Niven,	George W. Quintard,
James Murphy,	William A. Seaver,
Phillip M. Millspaugh.	

DESIRABLE
HOME SECURITIES,
 OFFICE OF
MEAD & CLARK,
 BANKERS,
 141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE
7 Per Cent. Gold Bonds
 OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to \$20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
 Financial Agents.**I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.**

Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.**RAILROAD IRON.**

1,000 tons LYNNVY VALE.

1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale

by

DANAS & LITCHFIELD,
49ft 18 William street**NEW YORK**
State Railroad Bonds.**A First-Class Home Investment.****FIRST MORTGAGE**
GOLD BONDS
OF THE
RONDOUT AND OSWEGO
RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,
29 Wall Street, New York City,
Financial Agents of the R. & O. Company.**YORK CAR WORKS.**

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

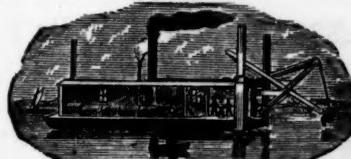
Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

HEYERDAHL, SCHÖNBERG & CO.,
31 Pine Street,
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IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.



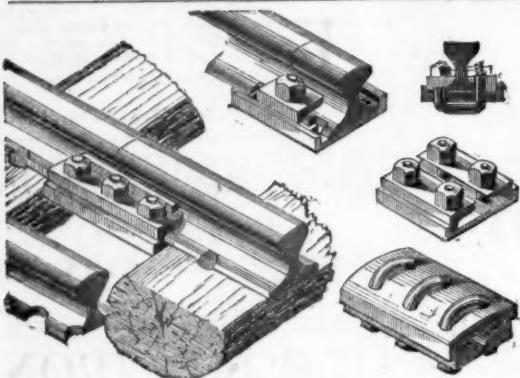
To CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

The International Banking House
OF
BRELAZ, ABT & CO.,
121 Regent Street, W.,
LONDON.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,

of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

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A. W. RHOADS,

N. H. CAMP.

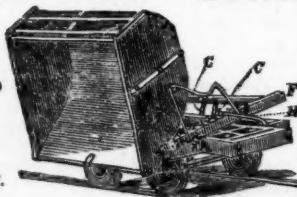


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

PACIFIC MAIL

Steamship Company's

LINE TO

California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO

KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Stammers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 15, steamer RISING STAR, CAPT. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston and connecting at Panama with steamer COLORADO, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

Steamer CHINA will leave San Francisco July 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

**ENGLISH
AND
SCOTCH
FIRE BRICK**

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AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,

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205 1-2 Walnut St., Philadelphia,**

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

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NEW YORK CITY.**

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **AMERICAN** or **WELSH** **Rails**, and of any required weight and pattern.

PERKINS, LIVINGSTON & POST,

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